



PLANNING COMMISSION MEETING AGENDA
Tuesday, October 23, 2018, 7:00 PM
City Hall, 616 NE 4th Avenue

Special Meeting

I. CALL TO ORDER

II. ROLL CALL

III. MINUTES

- A. Approval of the Minutes from the June 19, 2018 Planning Commission Meeting

 [June 19, 2018 Planning Commission Minutes](#)

IV. MEETING ITEMS

- A. Public Hearing for Annual Comprehensive Plan Amendments

Details: Each year in the months leading up to January, the City announces that proposed amendments to the Comprehensive Plan must be received by January 31st. The City received one application during this open review cycle. The map amendments are proposed by Torvale LLC, who represent properties owned by Daley Dennis; JR Merit Enterprises, LLC; and NRP, LLC. The properties are currently designated as "Industrial" and are located in the western portion of the City known as "Grass Valley". The proposal requests to amend the following parcels to a comprehensive plan designation of "Commercial" and a zone of "Regional Commercial": 125623-000; 125193-000; 125185-000; 125627-000; 125207-000; 125198-000; for a total of 50.73 acres.

Presenter: Sarah Fox, Senior Planner

Recommended Action: Staff recommends the Commission conduct a public hearing, accept testimony, deliberate, and forward a recommendation to City Council regarding the proposed comprehensive plan amendments.

 [Staff Report to Commission](#)

[1- Grass Valley Comp Plan Map](#)

[2 - Applicant Narrative](#)

[3 - Memo from Applicant](#)

[4 - Letter to Applicant from Staff](#)

[Camas 2035 Comprehensive Plan](#)

B. Camas Municipal Code (CMC) Amendments

Details: As part of a periodic code update, the proposed minor amendments to Title 15 Buildings and Construction, Title 16 Environment, Title 17 Land Development, and Title 18 Zoning of the Camas Municipal Code (CMC), which include updates to clarify sections that may have been challenging to administer since the last review update, new additions and corrections, including typos. The staff report summarizes the proposed amendments. Attachment 1 illustrates the proposed changes and Attachment 2 is the proposed amendments without red-lines. The current CMC is available online via the City's web site.

Presenter: Madeline Sutherland, Planning Intern

Recommended Action: Staff requests Planning Commission's direction regarding the proposed amendments.

 [Staff Report - Minor Amendments to Title 15-18](#)

[Attachment 1 - Title 15-18 Proposed Amendments \(with red-lines\)](#)

[Attachment 2 - Title 15-18 Proposed Amendments \(without red-lines\)](#)

V. MISCELLANEOUS UPDATES

A. Miscellaneous Updates

VI. NEXT MEETING DATE

VII. ADJOURNMENT

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that persons with special needs have opportunities to participate. For more information, please call the City Clerk's Office at 360.817.1574.



PLANNING COMMISSION MEETING MINUTES - DRAFT
Tuesday, June 19, 2018, 7:00 PM
City Hall, 616 NE 4th Avenue

I. CALL TO ORDER

Chair Beel called the meeting to order at 7:02 p.m.

II. ROLL CALL

Present: Bryan Beel, Troy Hull, Lloyd Goodlett, Jim Short and Harry (Steve) Karnes

Excused: Tim Hein and Jaima Johnson

Staff Present: Phil Bourquin, Jan Coppola, Lauren Hollenbeck, Alicia Harris, Sarah Fox and David Schultz

Council Liaisons: Deanna Rusch and Bonnie Carter

III. MINUTES

- A. Approval of the Minutes from the May 15, 2018 Planning Commission Meeting

 [May 15, 2018 Planning Commission Minutes](#)

It was moved and seconded to approve the minutes from the May 15, 2018 Planning Commission Meeting. The motion carried unanimously.

IV. MEETING ITEM

- A. Public Hearing on Urban Tree Program

Details: The City was awarded a grant from the State of Washington Department of Natural Resources (DNR) to develop an Urban Tree Program. The work on the project included: current zoning diagnosis; a public survey, outreach during Camas Days 2017, working with an ad hoc committee of citizens on code drafts, updating the Design Standards Manual with street tree species; and creating outreach materials that will increase the public's knowledge of tree care and the new ordinance. Staff conducted workshops with the Commission on October 17th, December 12th, and March 20th. Planning Commission provided direction to staff at a public hearing on May 15, 2018, and asked for the item to be returned to them at another public hearing. A staff report with responses to the Commission's directive is attached.

Presenter: Sarah Fox, Senior Planner

 [Staff Report with Attachments A, B and C](#)
[Attachment D - SEPA Distribution List](#)
[1 Dave Miller Comment on June 3, 2018](#)
[2 Tom Kelly Comment on June 7, 2018](#)
[3 Anne-Marie Skinner Comment on May 23, 2018](#)
[4 Mike Odren Comment on June 15, 2018](#)
[5 Bryce Hanson Comment on June 18, 2018](#)
[6 Mike Odren Comment on June 19, 2018](#)
[7 Bryce Hanson Comment on June 19, 2018](#)
[Revision to Page 11 of Staff Report](#)
[Revision to Page 13 of Staff Report](#)
[Revision to Page 15 of Staff Report](#)
[Revision to Page 17 of Staff Report](#)
[Staff's Presentation](#)

Sarah Fox highlighted proposed changes to the Urban Tree Program and entered new exhibits into the record.

Staff responded to inquires from the Commissioners.

Chair Beel opened the public testimony portion of the hearing.

The following members of the public spoke in support of the Urban Tree Program:

Hunter Decker, 14902 NE 5th Street, Vancouver
Dan Rubano, 1216 NE 6th Street, Camas
Geri Rubano , 1216 NE 6th Street, Camas
Anastasia McDonnell, 1425 NE Everett Street, Camas
Cassi Marshall, 521 NE 17th Avenue, Camas
K. Kosmodel, 1506 NW 6th Avenue, Camas
B. Kesmodel, 1506 NE 6th Avenue, Camas
Heather Kesmodel, 1506 NE 6th Avenue, Camas
A. McDonnell, 1425 NE Everett Street, Camas
Kathleen Beel, 1821 NW 24th Circle, Camas

The following members of the public spoke in opposition or with comments:

Brett Simpson, 3304 NW 46th Avenue, Camas
Ryan Makinster, Building Industry Association, 103 E 29th Street, Vancouver
Richard Robinson, 3210 NW McIntosh Road, Camas

It was moved and seconded to forward a recommendation to City Council to approve the Urban Tree Program with Planning Commission's revisions. The motion carried unanimously by roll call vote.

V. MISCELLANEOUS UPDATES

A. Miscellaneous Updates

There were no miscellaneous updates.

VI. NEXT MEETING DATE

The next Planning Commission Meeting is scheduled for Tuesday, July 17, 2018 at 7:00 p.m., in the City Council Chambers.

VII. ADJOURNMENT

Chair Beel adjourned the meeting at 8:33 p.m.

NOTE: The City of Camas welcomes and encourages the participation of all of its citizens in the public meeting process. A special effort will be made to ensure that persons with special needs have opportunities to participate. For more information, please call the City Clerk's Office at 360.817.1574.



2018 COMPREHENSIVE PLAN AMENDMENTS

STAFF REPORT

TO: Bryan Beel, Chair
Planning Commission

FROM: Sarah Fox, Senior Planner

REPORT DATE: October 11, 2018

HEARING DATE: **October 23, 2018**

Public Notices: Notice of a public hearing to consider proposed comprehensive plan amendments was published in the Camas Post Record on October 11, 2018 (Legal publication #48070). Notice of intent to adopt amendments (60-day) was received by the Department of Commerce on October 2, 2018 (Material ID #25351).

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This Staff Report will:

- Analyze the City’s Comprehensive Plan policies and goals
- Analyze the issues set forth in CMC 18.51
- Provide a recommendation

I. COMPREHENSIVE PLAN AMENDMENT PROCESS:

Each year in the months leading up to January, the City announces that proposed amendments to the Comprehensive Plan will be received for 30 days. The 2018 announcement was published in the Camas Post Record and ran weekly the entire month of November 2017.

The City received one application during this open review cycle. The amendments are proposed by Torvale who represents properties owned by Daley, JR Merit Enterprises, LLC, and NRP LLC. The properties are currently designated as “Industrial” and are located in the western portion of the city known as “Grass Valley”. Torvale proposes to amend the following parcels to a comprehensive plan designation of “Commercial” and a zone of “**Regional Commercial**”: 125623-000; 125193-000; 125185-000; 125627-000; 125207-000; 125198-000; for a total of 50.73 acres.

The recommended decision of the Commission will be forwarded to City Council for a final decision.

II. BACKGROUND/ANALYSIS:

In 2016, the city adopted a cover to cover update to its comprehensive plan and map, titled Camas 2035 (Ord. 16-010). The city's comprehensive plan guides land use development and public facility investment decisions, consistent with the state's Growth Management Act (GMA) and Clark County's Community Framework Plan.

The plan includes six elements that work together to achieve the community's vision and long-term economic vitality. Those elements include policies and goals as follows: Land Use; Housing; Natural Environment; Transportation and Street Plans; Public Facilities, Utilities, and Services; and Economic Development.

The plan anticipated that the city would have a total population of 34,098 in 2035 and would add 11,182 new jobs. The city's current population according to the Office of Finance and Budget (OFM) is 23,770.

The City must evaluate proposed comprehensive plan changes in order to provide a balance of residential and employment lands. The City must also carefully evaluate the amount of developable land for each use, after deducting for critical areas or other challenges. The following report will discuss the city's compliance with the population and employment allocations to date and provide an analysis of the proposed amendments.

EMPLOYMENT LANDS

The city's vision for economic development (Camas 2035, Section 6.1) in part reads, "In 2035, the economy has grown to attract a variety of businesses that offer stable employment opportunities and family wage jobs in the medical and high tech fields."

Per the Camas 2035 Plan, the City has approximately 3,419 acres designated for employment (combined commercial and industrial lands), or 33% of the overall acreage. Based on Clark County's Vacant Buildable Lands Model, it is estimated that there is 1,124 net acres of vacant and underutilized employment land in Camas. The model estimates that the city needs 337 net acres of Commercial land and 493 acres of Industrial land (total of 830 net acres) to create 11,182 additional jobs by 2035. According to the calculations, there is excess capacity of 294 net acres of employment land.

The Industrial comprehensive plan designation is comprised of the following zones: Light Industrial (LI); Light Industrial Business Park (LI/BP); Business Park (BP); and Heavy Industrial (HI). Aside from the school district properties, the city's industrial lands include the top employers and provide family-wage jobs. Commercially designated properties include the following zones: Regional Commercial (RC); Downtown Commercial (DC); Mixed Use (MX); Neighborhood Commercial (NC); and Community Commercial (CC). The most recent commercial development has occurred in the city's downtown and along NW 38th Avenue.

Since 2016, the city gained four new commercial businesses and has three additional projects approved but not constructed yet (Refer to Table 2 of this report). One of those projects was born from a development agreement for 35.44 acres of commercial designated land that fronts NW 38th Avenue, called the "Grass Valley Master Plan". The development will include approximately half of the site for commercial and office uses to include three office buildings, and a market/commercial building. The development is expected to add 1,500 jobs to the area. The other half of the site (approx. 14 acres) will include 12 apartment buildings each with 24 units for a total of 288 units.

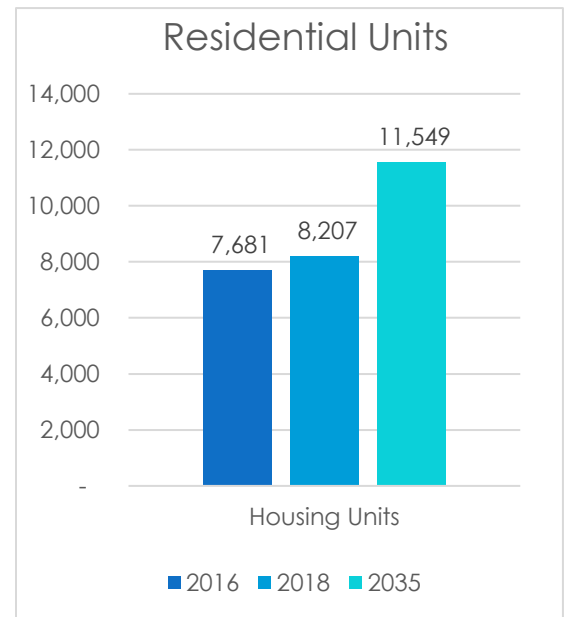
In summary, the city has gained new businesses, seven new commercial facilities and is gaining on the employment goals established for 2035.

RESIDENTIAL LANDS

The majority of land in Camas is designated for residential uses as it comprises approximately 53% of total acreage. **Camas 2035** states that the city must add 3,868 new residential units within these designated areas by 2035 to meet the growth rate of 1.26 percent population growth per year. Since adoption in 2016, there has been an increase in 526 residential units for a current total of 8,207 (3,342 more units needed).

Since 2016, preliminary plat¹ approval has been granted to 10 developments for a total of 252 lots. Also, in that timeframe, the city has approved four multi-family developments, with a combined multi-family unit total of 486 units.

In sum, there were 526 units added since 2016, and another 738 units that will be built over the next few years. With the new units built and others approved (not yet built), the city has approximately 2,078 units remaining to reach its residential goals to support the future population.



III. DISCUSSION AND FINDINGS

The applicant, Torvale, proposes to amend 50.73 acres of industrially designated lands to commercial, with an associated zone of Regional Commercial (RC). The combined site currently includes 27.73 acres zoned Business Park (BP) and 23 acres zoned Light Industrial/Business Park (LI/BP).

The application also included conceptual site plans for Daley and Merit properties. The primary reason for the proposed amendment is the applicant's concern that the development standards of both the LI/BP and the BP zones are too restrictive and would prevent full development of the properties. In sum, the development standards of the RC zone are considered necessary as this zone does not have any setback standards, or limitations to lot size or structure height.

The subject properties are vacant with the exception of Sigma Design (Parcel 125198-000), and are located on sites with elevation changes. The application states that some of the properties are additionally constrained with wetlands. The surrounding properties are developed to the east and south with residential subdivisions. To the west is an electrical substation and to the southwest is the Sharp facility, along with the new middle and high schools. To the north are the industrially developed properties that house Bodycote and Karcher North America as well as Analog Devices Incorporated (Linear Technology Corporation).

Development Standards: The development standards for LI/BP differ greatly from BP. The 100-foot front and rear setbacks as required in the LI/BP zone are not practical on smaller parcels located away from arterials and collectors and parcels that are additionally constrained with critical areas (e.g. wetland, steep slopes), as are the subject parcels of the application. The development standards for LI/BP are primarily intended to provide "campus style" landscaping along the roadways and to discourage conversion to commercial uses (Refer to Section 18.21.010 Purpose Statement).

¹ Refer to Table 2 of this report.

Of the six parcels combined with this application, only two parcels front roadways. Sigma Design fronts NW Pacific Rim Blvd., and the other, Parcel 12518-000 (Daley) is vacant and is adjacent to NW Brady Road. The applicant noted that Sigma Design would like to expand and better utilize their site, but are constrained under the LI/BP zoning development standards.

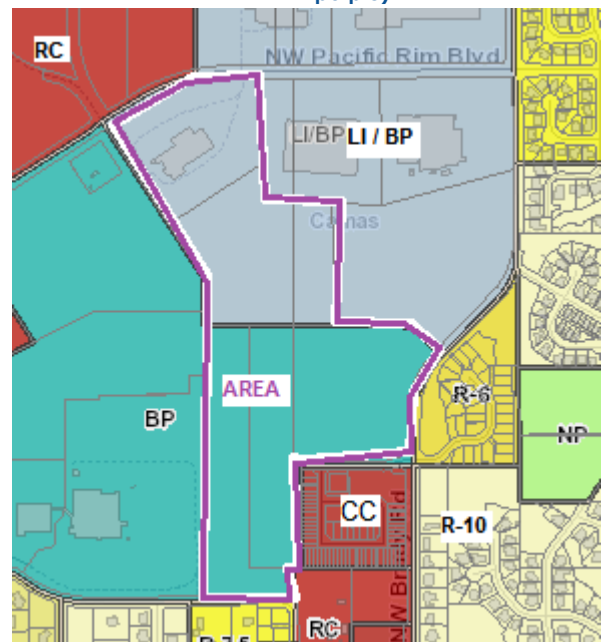
The purpose of the RC zone, as defined at CMC18.05.050-C, "Regional commercial is the largest of the commercial zones and is designed to serve the region or significant portion of the region's population." The majority of the city's RC zoned land is located along major transportation corridors such as NE 3rd Avenue and NW 38th Avenue. The development standard for RC are compatible with many commercial uses that require high roadway visibility. The lack of setbacks in the RC zone is in balance with Design Review guidelines which encourage the placement of buildings next to the street to encourage more visibility, walkability, and discourages parking along those frontages.

In comparison the BP development standards have setbacks of 15 feet from the front and side lot lines and requires 50 feet from the rear lot line. Setbacks are applicable to structures, and do not limit the design of other required features of a site to include parking. Practically speaking, new development in the RC zone –a zone without setbacks--- would not be able to construct a building that encompasses 100 percent of the site, as the development would also need to balance the required percentage of landscaping (15% of the site), and off-street parking requirements for the intended use.

The HI zone has the same development standards (or lack thereof) as the RC zone. If the development standards were the primary reason for the amendment, then the applicant could request a Zone change to another industrial zoning designation, or even a Zoning Text change, rather than a comprehensive plan amendment. With that said, the uses allowed in the HI zone can include heavier industrial uses that include heavy equipment, louder noises and visual impacts that would be incompatible with office commercial, high technology, schools and the surrounding environment. Staff would not be supportive of a change to the HI Zone for these reasons.

The BP zone development standards are intended to be compatible with office and high tech development, which is the type of development that was illustrated on the applicant's conceptual drawings, and which staff can support in this area.

1- Map of Current Zoning
(Subject area is outlined in purple)



Development Standards Findings: Staff is supportive of those properties (map at right) that are currently zoned LI/BP to be amended to BP zoning given the frontage setbacks of the LI/BP zone. The BP zone's minimal frontage setbacks along NW Pacific Rim would provide flexibility for landscaping and other infrastructure.

Use Authorization:

The applicant requests that the properties be designated Commercial with an associated zone of RC. The applicant's submittal included a side-by-side comparison of the allowed uses in the RC, BP and LI/BP zones. The uses allowed in both the RC and BP zone are quite similar in all of the major categories with the exception of two---Industrial and Residential.

In the RC zone industrial uses are not allowed except “optical goods” and “packaging of prepared materials”. The city’s industrial areas, specifically the BP and LI/BP zones, do not allow residential uses such as apartments and retirement homes. The RC Zone allows for retirement homes, but other residential uses (e.g. apartments) are only after approval of a development agreement by the Camas City Council and other performance stipulations (Refer to Note # 10, CMC18.07.030).

As discussed, the majority of the city’s land area is designated as residential land. The city is on track to meet both its employment and residential goals. The uses allowed within the comparison zones of BP and RC are only dissimilar in a very narrow use category. The proposal to develop the sites with office uses is consistent with both industrial and commercial zones. However, approval to convert the land to RC zoning, carries a potential that all other uses within the RC zone be allowed.

Use Authorization Findings: Staff finds that the conceptual development plans can be compatible with BP zoning and RC zoning development standards. Staff finds that the uses between industrial (BP) and commercial (RC) designations are similar with the exception of the potential for residential uses on a portion of the site, if agreed upon by City Council, through a separate public hearing, that included a site specific development plan incorporated into a Development Agreement.

IV. EVALUATION CRITERIA PER CMC§ 18.51.030 (A - D)

A. IMPACT UPON THE CITY OF CAMAS COMPREHENSIVE PLAN AND ZONING CODE;

DISCUSSION: The combined 50.73 acres would increase the city’s commercial lands 5% while decreasing the city’s industrial land by 2%. The subject properties are within an area described as “Grass Valley” in the city’s comprehensive plan. The applicant proposed amending the comprehensive plan map designation of the subject properties from Industrial to Commercial. Both designations are considered to be “employment”.

The application has not proposed modifications to the zoning code, however if the BP zone allowed for nursing homes/retirement homes, and the RC zone allowed for high-tech uses, then differences in use authorization between the zones would be limited to the potential for housing on a portion of the subject parcels under the RC zone through a Development Agreement.

FINDINGS: The application proposes to modify the city’s comprehensive plan map.

B. IMPACT UPON SURROUNDING PROPERTIES, IF APPLICABLE;

Discussion: The proposal to utilize the development standards for the RC zone would have the most effect on those properties across NW Brady Road and to the immediate south of the subject properties at Parker Village, given that Sigma Design is already a developed site. Residential developments generally have building setbacks of 20-feet and side yard setbacks. The commercial property to the south of the subject properties is zoned CC, but developed with a high-density residential development together with a commercial pad along NW Brady Road.

As discussed, the RC zone does not have minimum setbacks, aside from those required to fulfill landscaping and parking standards. The City has adopted specific design standards intended to address impacts to surrounding properties through adopted standards contained in Titles 15, 16, 17 and 18 of the Camas Municipal Code. Development of the site under the RC zone would specifically be required to be subject to a Design Review under CMC 18.19. The purpose of Design Review is intended to produce a meaningful integration of building, landscaping and natural environment and to

protect the general health, safety, and welfare of the community by making efficient use of the land, which is consistent with the visual character and heritage of the community.

Findings: Adequate provisions exist through adopted coded and policies to mitigate impacts upon surrounding properties.

C. ALTERNATIVES TO THE PROPOSED AMENDMENT; AND

FINDINGS: No alternatives were proposed by the applicant. However, staff through this report, has identified the Business Park (BP) zone as a viable alternate to the current LIBP zone and the proposed Regional Commercial (RC) zone. .

D. RELEVANT CODE CITATIONS AND OTHER ADOPTED DOCUMENTS THAT MAY BE AFFECTED BY THE PROPOSED CHANGE.

DISCUSSION: The proposal for amending the city's comprehensive plan must also include, "[An explanation of why the current comprehensive plan is deficient or should not continue in effect](#)" per CMC§ 18.51.010-C.

The following City Policies as expressed in the Camas 2035 plan are applicable in deliberating as to why the comprehensive plan should be changed:

LU-2.1: Attract and encourage a balance of new commercial, light industrial, and knowledge-based business, medical and high-tech uses, and the expansion of existing businesses to provide regional and local employment.

LU-2.3: Encourage shopping local and support for Camas businesses

LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.

LU-2.5: Ensure industrial development and other employment lands are compatible with adjacent neighborhoods through development and landscape regulations and design review.

LU-2.6 Encourage the development of businesses that offer family-wage jobs and support the City's vision for attracting medical and high-tech industries.

LU-2.8 Ensure appropriately zoned lands for development of food retailer (grocery stores and farmer' markets) within a half mile radius of residential areas.

Grass Valley Economic Development Policies

ED-3.1: Promote the development of a subarea plan that will capitalize on the creation and retention of industries that provide family-wage jobs.

ED-3.2: Subarea planning should capitalize on existing facilities and infrastructure and include a mix of uses that are trail and transit oriented and designed with high quality streetscape appeal.

ED-3.3 Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 2-year employment projections prior to land conversion approval

The goal for Grass Valley at Section 6.4.3 of Camas 2035, states (in part), "Land uses in Grass Valley include large technology and manufacturing campuses, surrounded by retail and commercial services

and residential development. The City has invested in significant improvements in Grass Valley in support of high-tech industrial development, which is still the focus of this area."

FINDINGS: The Camas 2035 Plan (Comprehensive Plan) was adopted in the summer of 2016 after a lengthy public visioning and plan development process. Staff finds no specific deficiencies have occurred or have been identified over the past two years in the Comprehensive Plan designation of Industrial. The deficiencies Staff and applicant identify are primarily in the development standards (e.g. setbacks) under the LI/BP zoning as applied through the Camas Municipal Code.

V. PUBLIC COMMENT

At the writing of this report, no comments were received on the consolidated amendments.

VI. RECOMMENDATIONS

The applicant requests 50.73 acres of the subject properties be amended to Commercial with associated zoning of Regional Commercial. Staff recommends retaining the Industrial Comprehensive Plan Designation for the subject properties while changing the zoning of the three parcels that are currently zoned LI/BP to BP (23 acres). Staff's recommendation is rooted in providing additional flexibility in lot standards based upon the site constraints discussed through this report and in the applicant's submittals, while continuing to support the continuation, expansion and growth of new uses compatible with surrounding area. Staff would further support further legislative efforts to evaluate the effectiveness of the LI/BP zone in a comprehensive manner.

Planning Commission's recommendations on the proposed amendments may include the following actions pursuant to CMC§18.51.050 (B) (1-5) in part².

- (1) Approve as proposed;
- (2) Approve with conditions;
- (3) Modify, with or without the applicant's concurrence; or
- (4) DENY

The recommendation of Staff would be consistent with (3) Modify, above.

² Council's decision may also include remanding the proposal back to Planning Commission for further proceedings.

MAP: PROPOSED COMPREHENSIVE PLAN AMENDMENTS

(Proposed amendment area is outlined in purple)

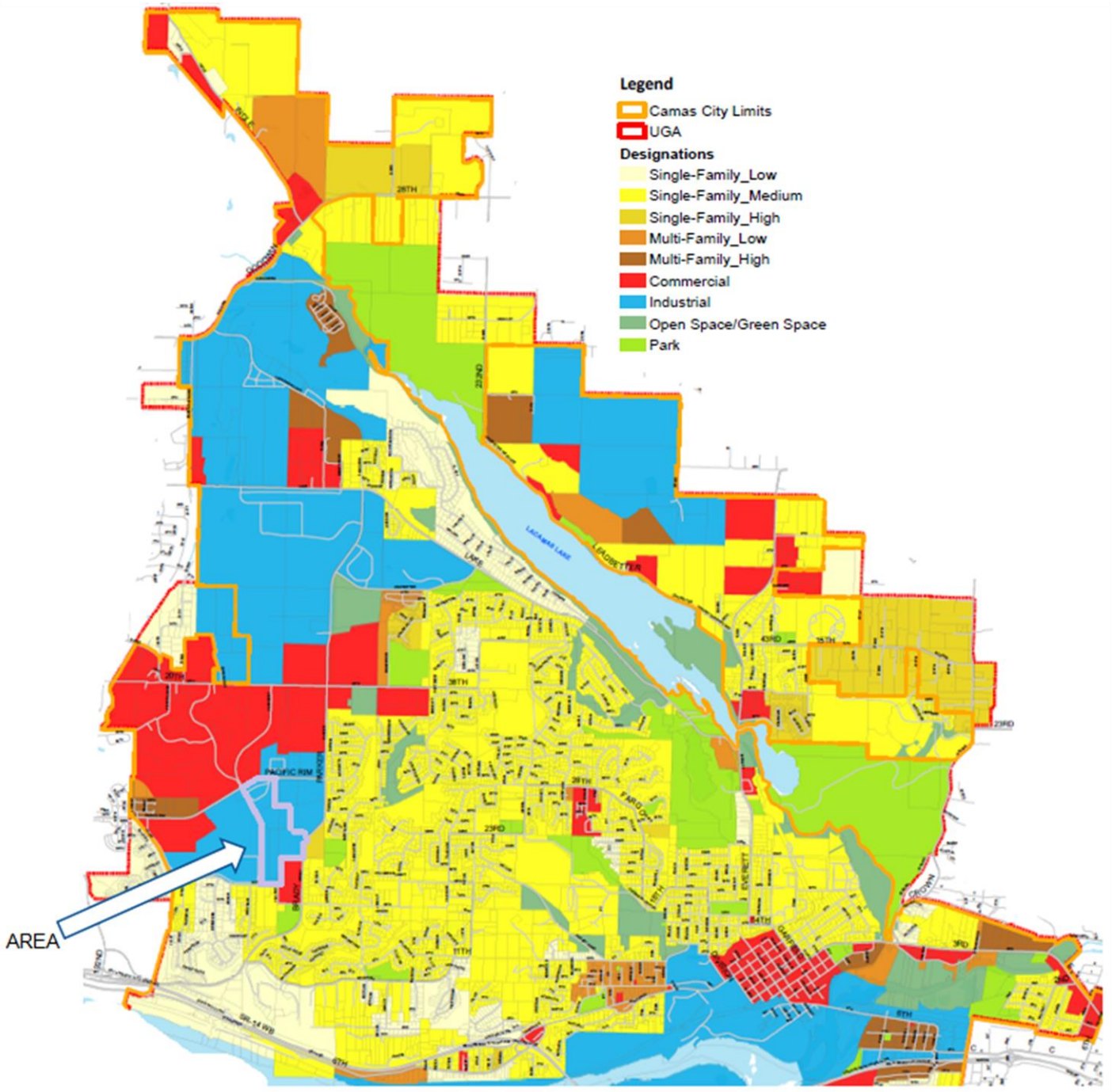


TABLE 1 –2018 COMPREHENSIVE PLAN ACREAGE (APPROX.)

Comprehensive Plan Designations	Current Acres	Proposed Change	Final Acres
Single Family Residential			
· Low Density	871	0	
· Medium Density	3617	0	
· High Density	425	0	
Multi-Family			
· Low Density	279	0	
· High Density	246	0	
Commercial	992	+50.73	1042.73
Industrial	2427	-50.73	2376.27
Park	851	0	
Open Space / Green Space	492	0	
Total acreage:	10,200		

TABLE 2 - DEVELOPMENTS APPROVED **SINCE 2016** TO DATE

The following list includes those developments that have received preliminary approvals, along with those that have been built within this time frame.

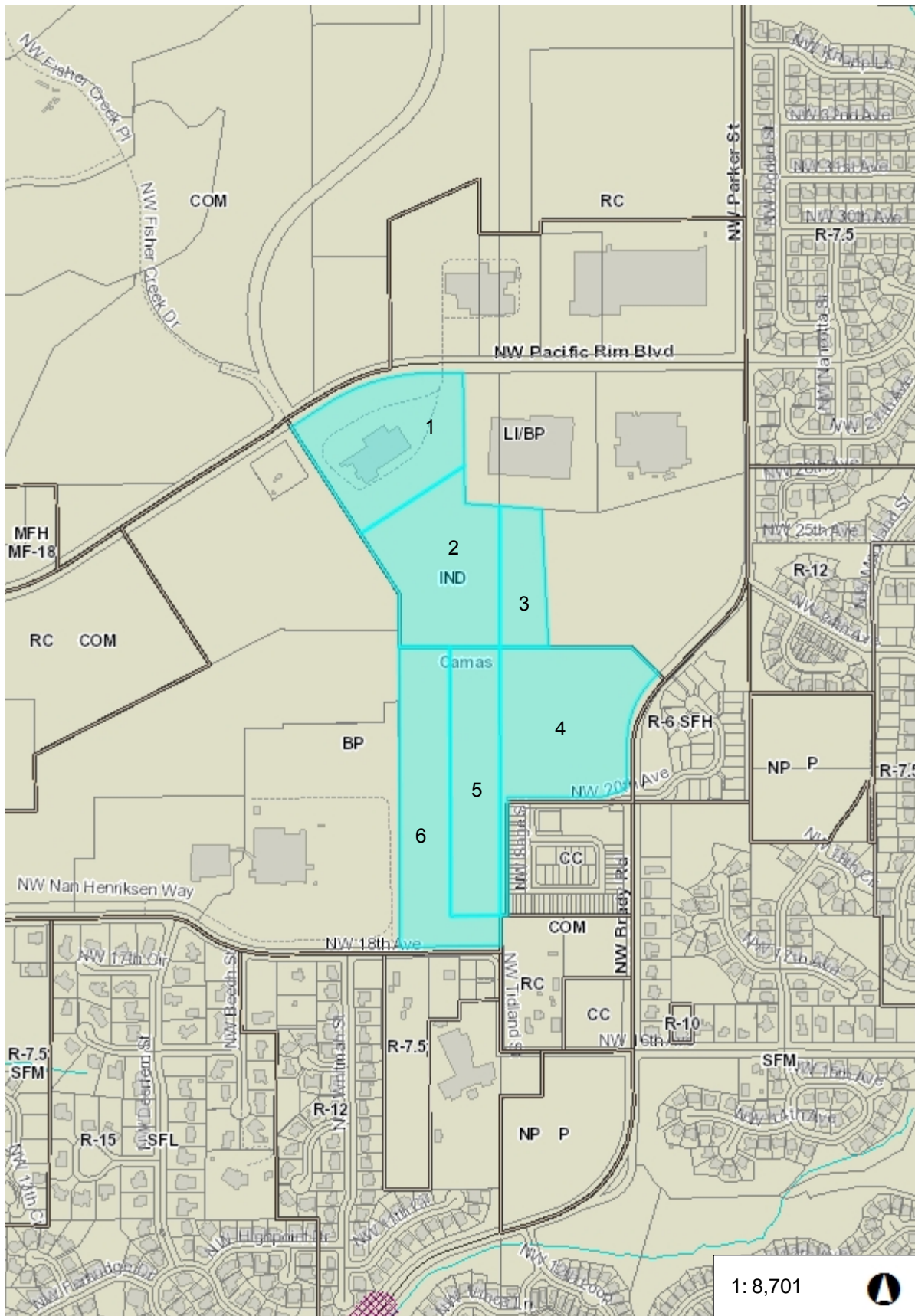
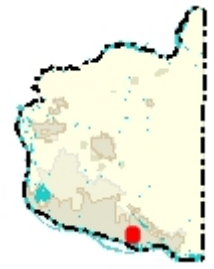
Single family preliminary plats :	Lots
Dawson Ridge Subdivision	43
43rd Avenue Subdivision	12
Valley View Subdivision	36
Larkspur Subdivision	10
Kern Short Plat	2
Sundem Short Plat	2
Summit Terrace Subdivision	55
Elm Street Short Plat	4
The Village Phase 2	46
The Parklands Subdivision	42
Total	252

New multi-family developments:	Units
Hetherwood Apartments	150
6th & Birch Mixed Use	30
The Village Phase 1	30
Grass Valley Master Plan - Holland Group	288
Total	498

New Commercial /Industrial developments:
Grains of Wrath - Restaurant
Union Self-Storage
NW 38th Avenue Medical / Dental Building
Lacamas Heights Elementary School
Camas Self-Storage
Discovery High school - Project based school
Grass Valley Master Plan - Holland Group



Grass Valley Comp Plan & Zone Change



Legend

- Comprehensive Plan Overlay**
- Urban Reserve
 - Urban Holding
 - Railroad Industrial Urban Reserve
 - Surface Mining
 - Columbia River Gorge Scenic Area
 - Rural Center Mixed Use
- Comprehensive Plan - Outline**
- Zoning Overlay**
- Urban Reserve - 10 (UR-10)
 - Urban Reserve - 20 (UR-20)
 - Urban Holding - 10 (UH-10)
 - Urban Holding - 20 (UH-20)
 - Railroad Industrial Urban Reserve
 - Freight Rail Dependent Use
 - Railroad Industrial Overlay District
 - Rural Industrial Land Bank Overlay
 - Airport Environs Overlay
 - Surface Mining Overlay District
 - Rural Center Mixed Use
 - Existing Historic Resort
 - Mill Creek Overlay District
 - Highway 99 Overlay District
 - Activity Center Overlay
 - Transitional Area Overlay
 - Single Family Residential Area Overlay
 - Mixed Residential Area Overlay
 - Multifamily Residential Area Overlay
 - 78th Street Property
 - Columbia River Gorge Scenic Area
 - Vancouver - Multiple Overlays
 - Sewer Capacity Overlay
 - Infill Residential Development Area
 - Woodburn Hills Subarea

Notes:

- 1 - 125198-000 Current: IND - LI/BP
- 2 - 125627-000 Proposed: COM - RC
- 3 - 125207-000

- 4 - 125185-000
- 5 - 125193-000 Current: IND - BP
- 6 - 125623-000 Proposed: COM - RC

1: 8,701



1,450.1 0 725.06 1,450.1 Feet

GRASS VALLEY

COMPREHENSIVE PLAN AND ZONE CHANGE

Application Narrative

January 30, 2018, [revised September 15, 2018](#)

This narrative responds to application requirements for a comprehensive plan amendment as stated in **CMC§18.51.010** (A through H).

A. A detailed statement of what is proposed and why;

The applicant proposes changes to the Comprehensive Plan and Zoning designations for ~~seven~~ six parcels comprising ~~7050.73~~ 5070.73 acres. Three parcels are zoned Light Industrial/Business Park (LI/BP) totaling 23.0 acres and the other three are zoned Business Park (BP) accounting for the remaining 27.73 acres. The specific owner, size, and land use designation for each property is, as follows:

Table 1: Existing Parcels

location	parcel acres	owner	existing zoning	existing comp plan
125623-000 4511 NW 18TH AVE	9.37	Daley etal	BP	IND
125193-000 NO SITUS ADDRESS	6.76	Daley etal	BP	IND
125185-000 NO SITUS ADDRESS	11.60	Daley etal	BP	IND
125627-000 NO SITUS ADDRESS	9.26	JR Merit Enterprises LLC	LI/BP	IND
125207-000 NO SITUS ADDRESS	3.74	JR Merit Enterprises LLC	LI/BP	IND
986033-959 NO SITUS ADDRESS	20.00	Sharp Electronics Corp	BP	IND
125198-000 4600 NW PACIFIC RIM BLVD	10.00	NRP LLC [Sigma]	LI/BP	IND
Total	5070.73			

The parcel table above shows the existing zoning and comprehensive plan designations. These include two types of zones (BP and LI/BP) under a Comprehensive Plan designation of “Industrial”.

Reasons for request:

The applicants wish to have their property designations changed to “Commercial”, with zoning changed to RC (Regional Commercial) to allow more flexibility in [lot development configurations and uses and lot configurations](#). [The applicants foresee the potential for the following types of uses that would most likely be developed under this change: expansion of existing Sigma business, development of office or commercial uses on the majority of the Merit property, and development of mixed uses on the Daley et al property. Lot design requirements are shown in Table 1 below, and uses for each zone are shown in Table 2 below.](#)

-
- These changes in zoning would bring the subject parcels into the same zone as surrounding parcels, allowing the extension of RC uses along the south side of Fisher campus and toward the east.
-
- Lot configuration is more limited under the existing zoning (BP and LI/BP). The parcels that are zoned BP are constrained by the minimum lot area of ½ acre, maximum lot coverage, and the large rear yard setback, and environmental constraints (See Attachment A: Environmental Constraints). ~~The changes would also allow development of a wider range of uses that would provide employment and service opportunities.~~
- The ~~proposed~~ parcels that are zoned LI/BP are constrained by the minimum lot area of 10 acres, and the large setbacks required for that zone, and the lot coverage allowed. Additionally,
- The parcels in question are hindered in part by steep slopes and wetlands, and would be more likely to be developed under a more flexible zone. [A comparison of design standards under each zone is shown in Table 1 below:](#)

Table 1 – Density and dimensions—Commercial and industrial zones (from 18.09.030)

	<u>RC</u>	<u>BP</u>	<u>LI/BP</u> <small>Note 2</small>
<u>Bulk Regulations</u>			
<u>Maximum Density (dwelling units/net acre)</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>
<u>Minimum lot area (square feet)</u>	<u>None</u>	<u>½ acre</u>	<u>10 acres</u>

	<u>RC</u>	<u>BP</u>	<u>LI/BP</u> ^{Note 2}
<u>Minimum lot width (feet)</u>	<u>None</u>	<u>100</u>	<u>Not specified</u>
<u>Minimum lot depth (feet)</u>	<u>None</u>	<u>100</u>	<u>Not specified</u>
Setbacks: <u>Commercial and industrial development setbacks shall be as follows, unless along a flanking street of a corner lot. If along flanking street, then the setback must be treated like a front, and provide safe sight distance.</u>			
<u>Minimum front yard (feet)</u>	<u>Note 4</u>	<u>15</u>	<u>5' per 1 foot of building height (200' minimum)</u>
<u>Minimum side yard (feet)</u>	<u>None</u>	<u>15</u>	<u>100' for building; 25' for parking</u>
<u>Minimum rear yard (feet)</u>	<u>None</u>	<u>50</u>	<u>100' for building; 25' for parking area</u>
Lot Coverage			
<u>Lot coverage (percentage)</u>	<u>None</u>	<u>50%</u>	<u>1 story (30%) 2 stories (40%) 3 stories (45%)</u>
Building Height			
<u>Maximum building height (feet)</u>	<u>None</u>	<u>None</u>	<u>60</u>

Notes:

1. If along a flanking street of corner lot.
2. The densities and dimensions in the LI/BP zone may be reduced under a planned industrial development. See Chapter 18.21 Light Industrial/Business Park.
3. Maximum setback at front building line is ten feet.
4. Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2, based on comparable lot size.

- The changes would allow development of a wider range of uses that would provide employment and service opportunities. Although many commercial uses are allowed in

both the BP and RC zones, the ~~constraint~~restrictions on BP lot size limits, setbacks, and lot coverage constrain the possibility of development of the subject lots, or individual pad ownership for smaller companies and start-ups. The change from LI/BP to RC will allow for ~~many~~more commercial uses, as well as more importantly the flexibility in lot configuration. Additionally, RC uses include provision for residential components such as aging-in-place/nursing facilities, or multifamily residences in conjunction with City Council approved mixed use master plans. A comparison of allowed uses under each zone is shown in Table 2 below.

Table 2—Commercial and industrial land uses (from 18.07.030).

KEY: P = Permitted Use
 C = Conditional Use
 X = Prohibited Use
 T = Temporary Use

Zoning Districts	RC	BP	LI/BP
Commercial Uses			
<u>Animal kennel, commercial boarding</u> ⁶	<u>P</u> ¹¹	<u>P</u> ¹¹	<u>X</u>
<u>Animal shelter</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Antique shop</u> ⁶	<u>P</u>	<u>C</u>	<u>X</u>
<u>Appliance sales and service</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile repair (garage)</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile sales, new or used</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile service station</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Automobile wrecking</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Bakery (wholesale)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Bakery (retail)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Banks, savings and loan</u>	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Barber and beauty shops</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Boat building</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Boat repair and sales</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Book store</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Bowling alley/billiards</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Building, hardware and garden supply store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Bus station</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Cabinet and carpentry shop</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Candy; confectionery store</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Cemetery</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Clothing store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Coffee shop, cafe</u> ⁶ or kiosk	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Convention center</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u>
<u>Day care center</u> ⁶	<u>C</u>	<u>C</u>	<u>P</u> ⁵
<u>Day care, adult</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Day care, family home</u> ⁶	<u>P</u>	<u>X</u>	<u>P</u> ⁵
<u>Day care, mini-center</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Delicatessen (deli)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Department store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Electric vehicle battery charging station and rapid</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Equipment rental</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u> ⁵
<u>Event center</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Feed store</u> ⁶	<u>P</u>	<u>C</u>	<u>X</u>
<u>Fitness center/sports club</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Florist shop</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Food cart/food truck/ food delivery business</u> ⁶	<u>P</u>	<u>P</u>	<u>C</u>
<u>Furniture repair; upholstery</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Furniture store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Funeral home</u> ⁶	<u>P</u>	<u>X</u>	<u>X</u>
<u>Gas/fuel station</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Gas/fuel station with mini market</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Grocery, large scale</u> ⁶	<u>P</u>	<u>C</u> ⁸	<u>X</u>
<u>Grocery, small scale</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Grocery, neighborhood scale</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Hospital, emergency care</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Hotel, motel</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Household appliance repair</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Industrial supplies store</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Laundry/dry cleaning (industrial)</u>	<u>P</u>	<u>X</u>	<u>X</u>
<u>Laundry/dry cleaning (retail)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Laundry (self-serve)</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Liquor store</u> ⁶	<u>P</u>	<u>C</u>	<u>X</u>
<u>Machine shop</u> ⁶	<u>C</u>	<u>C</u>	<u>P</u> ⁵
<u>Marijuana processor</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Marijuana producer</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Marijuana retailer</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Medical or dental clinics (outpatient)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Mini-storage/vehicular storage</u> ⁶	<u>C</u>	<u>P</u>	<u>X</u>
<u>Manufactured home sales lot</u> ⁶	<u>P</u>	<u>X</u>	<u>X</u>
<u>Newspaper printing plant</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Nursery, plant</u> ⁶	<u>C</u>	<u>C</u>	<u>X</u>
<u>Nursing, rest, convalescent, retirement home</u> ⁶	<u>P</u>	<u>X</u>	<u>X</u>
<u>Office supply store</u> ⁶	<u>P</u>	<u>X</u>	<u>P</u> ⁵
<u>Pawnshop</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Parcel freight depots</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Pet shops</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Pharmacy</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Photographic/electronics store</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Plumbing, or mechanical service</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Printing, binding, blue printing</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Professional office(s)</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u>
<u>Public agency</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u>
<u>Real estate office</u> ⁶	<u>P</u>	<u>P</u>	<u>T</u>
<u>Recycling center</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Recycling collection point</u> ⁶	<u>T or C</u>	<u>C</u>	<u>P</u> ⁵

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Recycling plant</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Research facility</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u>
<u>Restaurant</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Restaurant, fast food</u> ⁶	<u>P</u>	<u>P</u>	<u>P</u> ⁵
<u>Roadside produce stand</u> ⁶	<u>T</u>	<u>X</u>	<u>T</u>
<u>Sand, soil, gravel sales and storage</u> ⁶	<u>X</u>	<u>X</u>	<u>X</u>
<u>Second-hand/consignment store</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Sexually oriented business</u> ^{1,5}	<u>X</u>	<u>X</u>	<u>P</u>
<u>Shoe repair and sales</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Smoke shop/head shop</u> ⁹	<u>P</u>	<u>X</u>	<u>X</u>
<u>Stock broker, brokerage firm</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Specialty goods production (e.g. brew pub)</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Taverns</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Theater, except drive-in</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Truck terminals</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Veterinary clinic</u> ⁶	<u>P</u>	<u>P</u>	<u>X</u>
<u>Warehousing, wholesale and trade</u> ⁶	<u>C</u>	<u>P</u>	<u>P</u> ⁵
<u>Warehousing, bulk retail</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Manufacturing and/or processing of the following:</u>			
<u>Cotton, wool, other fibrous material</u>	<u>X</u>	<u>P</u>	<u>X</u>
<u>Food production or treatment</u>	<u>C</u>	<u>P</u>	<u>X</u>
<u>Foundry</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Furniture manufacturing</u>	<u>X</u>	<u>C</u>	<u>X</u>
<u>Gas, all kinds (natural, liquefied)</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Gravel pits/rock quarries</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Hazardous waste treatment—Off-site</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Hazardous waste treatment—On-site</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Junkyard/wrecking yard</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Metal fabrication and assembly</u>	<u>X</u>	<u>C</u>	<u>X</u>

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Hazardous waste treatment—On-site</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Paper, pulp or related products</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Signs or other advertising structures</u>	<u>C</u>	<u>C</u>	<u>P</u>
<u>Electronic equipment</u>	<u>X</u>	<u>X</u>	<u>P</u>
<u>Industrial Uses</u>			
<u>High-tech industry</u>	<u>X</u>	<u>P</u>	<u>P²</u>
<u>Manufacturing of miscellaneous goods (e.g. musical</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Optical goods</u>	<u>C</u>	<u>P</u>	<u>P⁵</u>
<u>Packaging of prepared materials</u>	<u>P</u>	<u>C</u>	<u>P⁵</u>
<u>Scientific and precision instruments</u>	<u>X</u>	<u>P</u>	<u>P</u>
<u>Recreational, Religious, Cultural Uses</u>			
<u>Auditorium⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Community club⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Church⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Golf course/driving range⁶</u>	<u>P</u>	<u>P</u>	<u>P⁵</u>
<u>Library⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Museum⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Recreational vehicle park⁶</u>	<u>C</u>	<u>X</u>	<u>X</u>
<u>Open space⁶</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Park or playground</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Sports fields⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Trails</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Educational Uses</u>			
<u>College/university⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Elementary school⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Junior or senior high school⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Private, public or parochial school⁶</u>	<u>P</u>	<u>P</u>	<u>X</u>
<u>Trade, technical or business college⁶</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Residential Uses</u>			

<u>Zoning Districts</u>	<u>RC</u>	<u>BP</u>	<u>LI/BP</u>
<u>Adult family home</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Assisted living</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Bed and breakfast</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Designated manufactured home</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Duplex or two-family dwelling</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Group home</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Home occupation</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Housing for the disabled</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Apartment, multifamily development, row houses</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Residence accessory to and connected with a</u>	<u>X/P</u> ¹⁰	<u>X</u>	<u>X</u>
<u>Single-family dwelling</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Communication, Utilities and Facilities</u>			
<u>Electrical vehicle infrastructure</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Wireless communications facility</u>	<u>Refer to Chapter 18.35</u>		
<u>Facilities, minor public</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Facility, essential</u> ⁶	<u>C</u>	<u>C</u>	<u>P</u>
<u>Railroad tracks and facilities</u> ⁶	<u>C</u>	<u>X</u>	<u>X</u>
<u>Temporary Uses</u>			
<u>Temporary sales office for a development</u> ⁴	<u>T</u>	<u>T</u>	<u>T</u>

Notes:

1. See CMC Chapter 5.36 Sexually Oriented Businesses for additional regulations for siting sexually oriented business facilities.

2. Similar uses are permitted in the zone district only at the discretion of the community development director or designee.

3. Reserved.

4. See CMC Chapter 18.47 "Temporary Uses" for additional regulations.

5. See secondary use provisions of LI/BP zone.

6. See CMC Chapter 18.19 "Design Review" for additional regulations. CMC Chapter 18.19 is not applicable to development in the LI/BP zone.

7. Residential uses may be outright permitted if part of a mixed use building, where residential use is not located on the ground level; otherwise it shall be a conditional use.

8. If grocery store is less than one hundred thousand square feet then use is outright permitted. If one hundred thousand square feet or over then a conditional use permit is required.

9. A. Must be sited a minimum one thousand feet of the perimeter of the grounds of any elementary or secondary school, playground, recreation center or facility, child care center, public park, public transit center, or library, or game arcade to which is not restricted to persons twenty-one years or older as defined in WAC 314-55-010 on June 20, 2015;

B. The business shall post clear signage in a conspicuous location near each public entrance stating no person under the age of twenty-one may enter the premises; and

C. No smoke shop/head shop subject to this note shall be located within five miles of an existing lawfully established smoke shop/head shop. All measurements under (A) and (C) shall be measured from the nearest property line of the property on which the use is proposed to the nearest property line of an existing business utilizing Clark County GIS.

10. On tracts ten acres or more, subject to approval by city council of a master plan and development agreement, a mixed use development may be approved provided no less than fifty-one percent of the net developable acreage is committed to commercial uses.

11. Conditional use permit is required if facilities for kennels are proposed outdoors.

~~————The Sharp campus has been broken up into smaller parcels. Those parcels located along Pacific Rim Blvd are in a good position to implement uses allowed under an RC zone.~~

The former HSA site is classified as already developed under the County's Vacant Buildable Lands Model (VBLM). However, Sigma Design purchased the property with plans to repurpose the existing building and eventually added additional space. The company desires to add a couple more buildings, but the combination of site constraints and LI/BP setbacks significantly limit this opportunity (See Attachment B: Sigma Design). There is a one-acre area adjacent to the east side of the existing building that could be developed. Due to the setbacks within the LI/BP zone and site constraints, not much more than a 25,000 square foot building could be built (and accommodate necessary parking, landscaping, etc.). Redesignating the site as RC will allow Sigma more flexibility in building location (as well as other associated support elements) and add the second building they desire without impacting current operations. It's estimated that the change to RC would assist the company in adding potentially another 150 workers.

The Merit properties are designated vacant-constrained under the VBLM due to the significant topographic constraints (See Attachment A: Environmental Constraints). The County assumes only half of vacant constrained sites will develop. However, no portion of the site can be developed under LI/BP development standards, as the most promising areas fall within the setback areas (See Attachment B: Merit Properties). Approving a change to RC would make it feasible to develop the majority of the site as a small office park. A conceptual site design has been completed to illustrate placement of buildings, parking, and landscaping (See Attachment C: Merit Phase 1 Conceptual Site Plan). The conceptual Phase 1 plan contains three buildings totaling 64,000 square feet of office space. This should produce an estimated 190+ workers. Phase 2 of the site will require further examination to determine types of structures that could be built, which may include additional office or residential (if part of a City Council approved

Master Plan). Therefore, if Phase 2 area were developed, it would produce up to either 100 additional jobs or between 40 and 90 housing units depending on density and net developable area.

All three Daley et al properties are currently deemed vacant-constrained under the VBLM due to both topographic and potential wetland constraints (See Attachment A: Environmental Constraints). Again, The County assumes only half of vacant constrained sites will develop. Furthermore, the City is in the process of buying four acres adjacent to Parker's Village townhomes for a future water reservoir that also include the City building a half street extension of NW 20th Avenue and a half street north/south road (See Attachment B: Daley Et Al Properties). The remaining 23.73 acres would assume to provide up to 110 jobs under current BP zoning. Classifying the properties as RC would give greater flexibility in setbacks and lot coverage that would increase the likelihood of the sites developing either as all commercial or under a City Council Approved Master Plan. Developing as all commercial could provide as much as 240 jobs. Under a City Council approved Master Plan up to 160 jobs and between 30-75 housing units could be developed. Note: further site analysis under a development application would produce more definitive estimates. Under any circumstance, RC should produce a high number of jobs than the current BP zone.

B. A statement of the anticipated impacts of the change, including the geographic area affected, and issues presented by the proposed change;

The proposed comprehensive plan and zone changes

- will change the character of the BPL and LI/BP zoned areas by allowing smaller developments with more diverse uses. In particular, the Merit parcels are not well served by their current zoning ~~which that~~ requires 100' side/rear and 200' front yard setbacks and are not currently located on a road frontage.
- ~~will remove the 'campus' element from the Merit and Sigma parcels.~~
- Will allow Sigma Design to expand business operations locally.
- ~~will allow extension of RC uses further east along the south side of Pacific Rim Blvd on the Sharp parcel.~~
- will make development easier for the ill-proportioned and constrained Daley (as well as Merit) parcels.

The geographic area affected is the portion of Grass Valley south of Pacific Rim and east of the new high school campus on the Sharp property.

Issues presented by the proposed change include:

- ~~Access needs may be altered if the uses are changed to those requiring more access for the public~~ Establishing a road network that creates north/south traffic circulation from NW ~~w~~18th through the Daley et al and Merit properties, including intersection at NW 18th Ave. The extension of NW 20th Avenue will help distribute traffic in the area.

- All infrastructure demands can be addressed at time of specific development applications. The reuse of the former HSA property from industrial to research and development office has already decreased the current demand for water, sewer, and other utilities.

C. An explanation of why the current comprehensive plan is deficient or should not continue in effect;

The current comprehensive plan has large areas of Commercial/RC property north of Pacific Rim Blvd, at the southeast corner of Payne Rd and Pacific Rim Blvd, and to the east and south of the Daley et al properties along Brady Rd and 16th. Currently, it is evident that the large swath of Commercial/RC located between NW 38th Avenue and Pacific Rim Blvd will be taken up by offices and residences, with the remainder being constrained by wetlands. The market continues to demand mixed-use, in particular for professional office. Given the continued expansion of Fisher, relocation of Holland Development Group corporate headquarters, and other employers, major retail developers are beginning to demonstrate interest in West Camas. This is driving market demand for additional Regional Commercial property in an area that has few developable sites remaining. While these uses provide employment and residential opportunities, there is little of this RC area being used for "increasing retail and personal services in support of residential, industrial, and professional business growth."

The current comprehensive plan ~~also provides an Industrial area of LI and an area of LI/BP in the Grass Valley area. The Industrial/Industrial/BP zoned designated areas~~ south of Pacific Rim Blvd ~~now consists of including~~ the new high school campus, ~~the remaining one of the~~ Sharp parcels, and the subject Daley, Merit and Sigma parcels.

~~The remaining Sharp parcel is adjacent to an RC-zoned parcel, and across the street from an RC-zoned parcel. Changing the subject Sharp parcel zone Industrial-designated parcels to Commercial would allow development of a wider range of support services than those allowed in BP, and that~~ could supply support or complementary uses for the growing office, high tech and residential uses to the north and east in the Grass Valley/West Prune Hill area.

The Daley parcels are currently Industrial/BP parcels, adjacent to an RC-zoned parcel and constrained by slopes and wetlands. Allowing them to be rezoned to a Commercial/RC zone would increase the likelihood of their development and produce a significant greater number of jobs than would occur under their current land use classification.

The Merit parcels are currently Industrial/LIBP parcels, and are adjacent to the Daley, ~~Sharp~~ and Sigma parcels. The Merit parcels are the remainder properties after a lot sale to Sigma, and do not have frontage on a road, but do have easements to the east across property owned by

Analog Devices (formerly known as Linear Technology) and to the north on property owned by Sigma Design. It is unlikely that the Merit parcels will develop as an LI/BP campus given their location, restrictive development standards, and topographic constraints. Changing their designation to Commercial would allow them to be developed without the expectations and constraints of a centrally focused large box campus ~~in-under an-the~~ LI/BP zone.

The Sigma parcel is an Industrial/LIBP parcel and is currently developed. Redesignation to Commercial would allow the owners more flexibility ~~in-for the-future~~ expansion ~~or redevelopment~~ of their site.

Section 6.4.1 Citywide Economic Development Citywide Economic Development Goal

ED-1: Maintain a diverse range of employment opportunities to support all residents and provide a setting and quality of life that attract and retain businesses.

RESPONSE: Redesignation of the identified parcels to Commercial would allow development of more diverse employment and support facilities by increasing the types of businesses allowed ~~uses-on the current~~ LI/BP – zoned parcels, and decreasing lot size, lot coverage, and setback requirements on both of the BP and LI/BP – zoned parcels. Changing the designation to RC will allow the properties to overcome their site challenges.

Citywide Economic Development Policies

ED-1.1: Ensure that tools are in place to attract healthcare and high-tech, sustainable, and innovative industries to expand and to provide stable employment.

RESPONSE: Redesignation of the identified parcels to Commercial/RC would allow development of more diverse employment and support facilities. The smaller parcels allowed in RC (versus ½ acre in BP or 10 acres in LIBP) would allow more room for incubator companies and smaller commercial retail and office businesses and offices that could be owned by small businessesproprietors. These opportunities would support and complement the large office, high-tech and residential uses already located in the area, and widen the spectrum of employment opportunities. In terms of Sigma Design, it would allow this high-tech, research & development, innovative company to continue to expand within Camas.

ED-1.2: Encourage apprenticeships, internships, and on-the-job training in all industry sectors.

RESPONSE: Providing more opportunity for diverse employment would also expand opportunities for apprenticeships, internships and on-the-job training.

ED-1.3: Encourage appropriate reuse and redevelopment of older and deteriorating commercial areas and industrial brownfield sites.

RESPONSE: Redesignation to Commercial would allow the subject properties to expand ~~RC~~the types and sizes of commercial uses along the Pacific Rim corridor. This would create a more lively corridor providing jobs, retail and other uses closer to the large employers and ~~large~~-residential neighborhoods of west Camas. Additionally, Sigma Design has adaptively reused the former HSA industrial facility. Redesignating to commercial would allow for continued site redevelopment.

ED-1.4: Foster and expand year-round recreational services, lodging, dining, and retail options that will capture tourism and benefit residents and employers.

RESPONSE: Redesignation to Commercial would allow the subject properties to expand ~~RC~~the types and sizes of commercial uses along the Pacific Rim corridor. These uses could also provide services that could benefit tourists, ~~and would definitely as well as~~ benefit employers and residents in the area. Furthermore, continued employment growth in the area will create additional demand for lodging. Employment growth within West Camas and Columbia Tech Center has led to five new lodging facilities over the last five years. Development fees will generate general fund dollars that could be used toward developing Ash Creek Park, property owned by the City and identified on the City's Park Plan. Over the last two years the ending fund balance has grown by \$2.4 million and is projected to grow by another \$1.8 million in 2018.

ED-1.5: Ensure adequate infrastructure is planned or in place to nurture and incubate new businesses.

RESPONSE: The proposed redesignation would create areas ~~potentially~~ more attractive to incubator businesses by removing large minimum lot size requirements. The applicant has studied the Capital Facilities plans for the City, and with the implementation of a new water reservoir, will have access to adequate infrastructure for development on these parcels. Furthermore, the former HSA facility consumed a significant amount of utilities. That has substantially reduced under Sigma Design ownership.

As noted earlier, the RC designation will allow the properties to develop, offering smaller entrepreneurial spaces.

ED-1.6: Remain active in regional recruitment organizations to ensure the availability

of an adequate supply of commercial and industrial employment land to support the City's economic development goals.

RESPONSE: The Comprehensive Plan Amendment and associated zone change would provide the local economic development association (CWEDA) and regional economic development council (CREDC) an expanded array of potential development sites for prospective businesses. Both agencies work in concert with one another to promote business recruitment, as they have membership and board representation within each organization.

ED-1.7: Support retention, expansion, and recruitment of local businesses with a commitment to the community.

RESPONSE: The smaller parcels allowed in RC (versus ½ acre in BP or 10 acres in LIBP) would allow more room flexibility for incubator or startup companies and smaller offices that could be owned by small businesses who wish to move from lease to ownership within Camas. Also, Camas has a fairly significant worker base that reports to a company outside of the community as well as the region. The potential for co-work space would allow these workers to have offices within Camas instead of in other nearby communities.

ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

RESPONSE: All new development on the subject parcels would be required to meet development standards as well as design review requirements for commercial buildings. Furthermore, the RC development standards will allow placement of buildings in areas that can be developed.

ED-1.9: Encourage businesses to reduce travel times and trips through implementation of a trip reduction program, which includes incentives for carpooling, transit ridership, and other options beyond single-occupancy vehicles.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to a reduction in trips if the uses can be complementary to the main uses traveling that exist in the corridor (large office, high tech and residential). Increasing the diversity and number of uses within the corridor will capture pass-by trips, and incentivize the provision of transit services, and the use of carpooling options and other alternative means of transportation. Furthermore, the potential for co-work space would allow commuter workers to have offices within Camas instead of in other having to travel to nearby communities.

ED-1.10: Encourage complementary businesses throughout the City to support industry clusters and leverage resources.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to an increase in complementary uses in the Pacific Rim corridor, which is currently used mainly to access large office, high-tech and residential uses.

Section 6.4.3 Grass Valley Grass Valley Economic Development Goal

ED 3: Promote a cooperative industrial business park in which businesses and the City share resources efficiently to achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to an increase in diversity of uses in the Pacific Rim corridor, and a decrease in traffic trip generation due to capture by complementary uses of pass-by trips. Existing infrastructure would be used more efficiently due to complementary development of properties. Complementary uses would be located more closely to one another, thereby contributing to sustainability by reducing trip generation and reducing the walking-travel distance between complementary uses.

Grass Valley Economic Development Policies

ED-3.1: Promote the development of a subarea plan that will capitalize on the creation and retention of industries that provide family-wage jobs.

RESPONSE: Development of Commercial/RC uses on the subject parcels would contribute to an increase in diversity of uses in the Pacific Rim corridor. Creating a more vibrant and diverse mix of uses close to existing large employers would increase retention of those existing companies. Also, creating incubator space or smaller, more diverse ownership opportunities will help to retain existing businesses, and attract new employers to the area.

ED-3.2: Subarea planning should capitalize on existing facilities and infrastructure and include a mix of uses that are trail- and transit-oriented and designed with high-quality streetscape appeal.

RESPONSE: The Grass Valley area has two recent east-west road connections, and one future north-south improvement (Brady/Parker) that provide enhanced infrastructure for development of a wide range of uses. Increasing the diversity of uses by providing complementary commercial/RC uses on the subject properties will increase the walkability in the area, thus promoting trail orientation. High quality streetscape appeal

will be achieved through design standards implemented through the site plan and design review processes for specific project based application(s).

ED-3.3: Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval.

RESPONSE: The applicant is proposing to convert Industrial land to Commercial land. The applicant is providing an analysis of buildable lands with this application to discuss the preservation of jobs. See attached summary economic analysis.

D. A statement of how the proposed amendment complies with and promotes the goals and specific requirements of the growth management act;

RESPONSE: The proposed comprehensive plan designation promotes the applicable goals and requirements of the Growth Management Act in the following ways:

- Urban growth: The designation will allow commercial development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

- Reduce sprawl: The proposed conversion from Industrial to Commercial is not an inappropriate conversion and will not result in sprawling, low-density development. In fact, the proposed conversion would retain workers and residents within the community instead of them seeking support services elsewhere.

- Transportation: The proposed designation of Commercial will increase the efficiency of multimodal transportation systems by increasing the availability of employment opportunities and services for nearby businesses and residences.

- Economic development: The proposed designation of Commercial will provide the opportunity for development of smaller employers, retail services, and other services complementary to the existing uses in the area, thereby increasing expansion of new businesses and retention of existing businesses. The commercial designation will ensure the subject properties can develop and assist the City in reaching its job goals.

E. A statement of what changes, if any, would be required in functional plans (i.e., the city's water, sewer, stormwater or shoreline plans) if the proposed amendment is adopted;

RESPONSE: The proposed zone change will change the projected sewer and water flows attributed to the site from Industrial to Commercial rates, which tend to translate into lower consumption. Specific changes would be identified at time of specific project-based application(s).

F. A statement of what capital improvements, if any, would be needed to support the proposed change which will affect the capital facilities plans of the city;

RESPONSE: The applicant has studied the following plans:

- Six Year Street Plan 2018-2023- There are no future roads anticipated by the Six Year Street Plan.
- 2014 PROS Plan: there is a trail proposed to run north-south on the subject property.
- Camas School District Capital Facilities Plan 2015-2021: The subject property is located in the Camas School District. There are no school facilities proposed on the subject property in the Camas School District plan.
- 2013 Camas Stormwater Drainage Plan: there is a capital project proposed on Pacific Rim Blvd near the Sharp property to alleviate stormwater flooding. The developer will be expected to contribute toward this capital project at the time of proposed development.
- 2010 General Sewer Plan Amendment: there are no known projects in the Capital Facilities plan for sewer improvements in the site area.
- 2010 Water System Plan: this plan does not show any proposed capital improvements on the property; however recent water plan developments include the potential for location of a water tower on or near the Daley property.
- No additional capital facilities are anticipated beyond what the City is already planning for under their 20 year Comprehensive Plan.

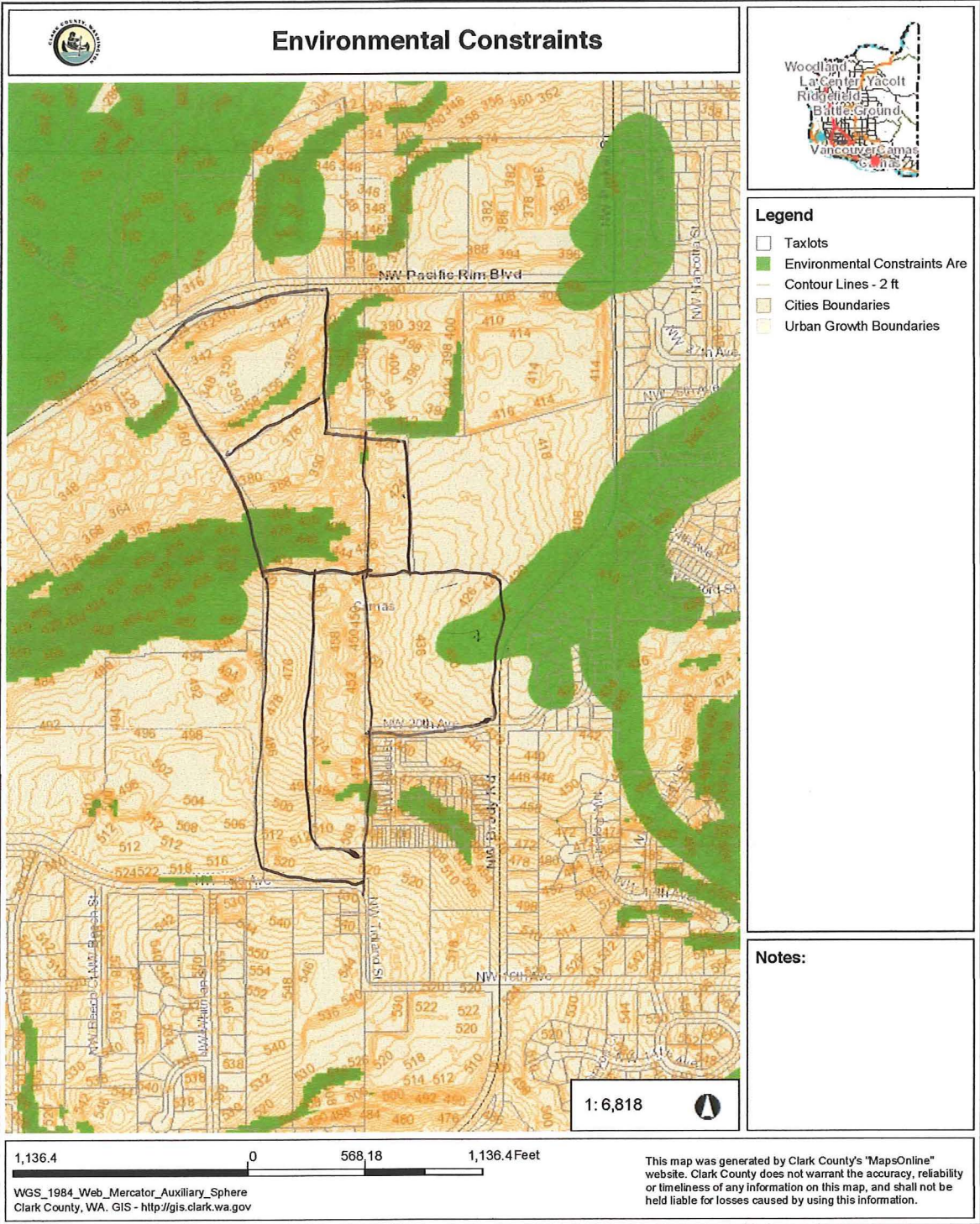
G. A statement of what other changes, if any, are required in other city or county codes, plans, or regulations to implement the proposed change; and

RESPONSE: No known changes to city or county codes, plans or regulations will be required as a result of changing the comprehensive plan designation from Industrial to Commercial.

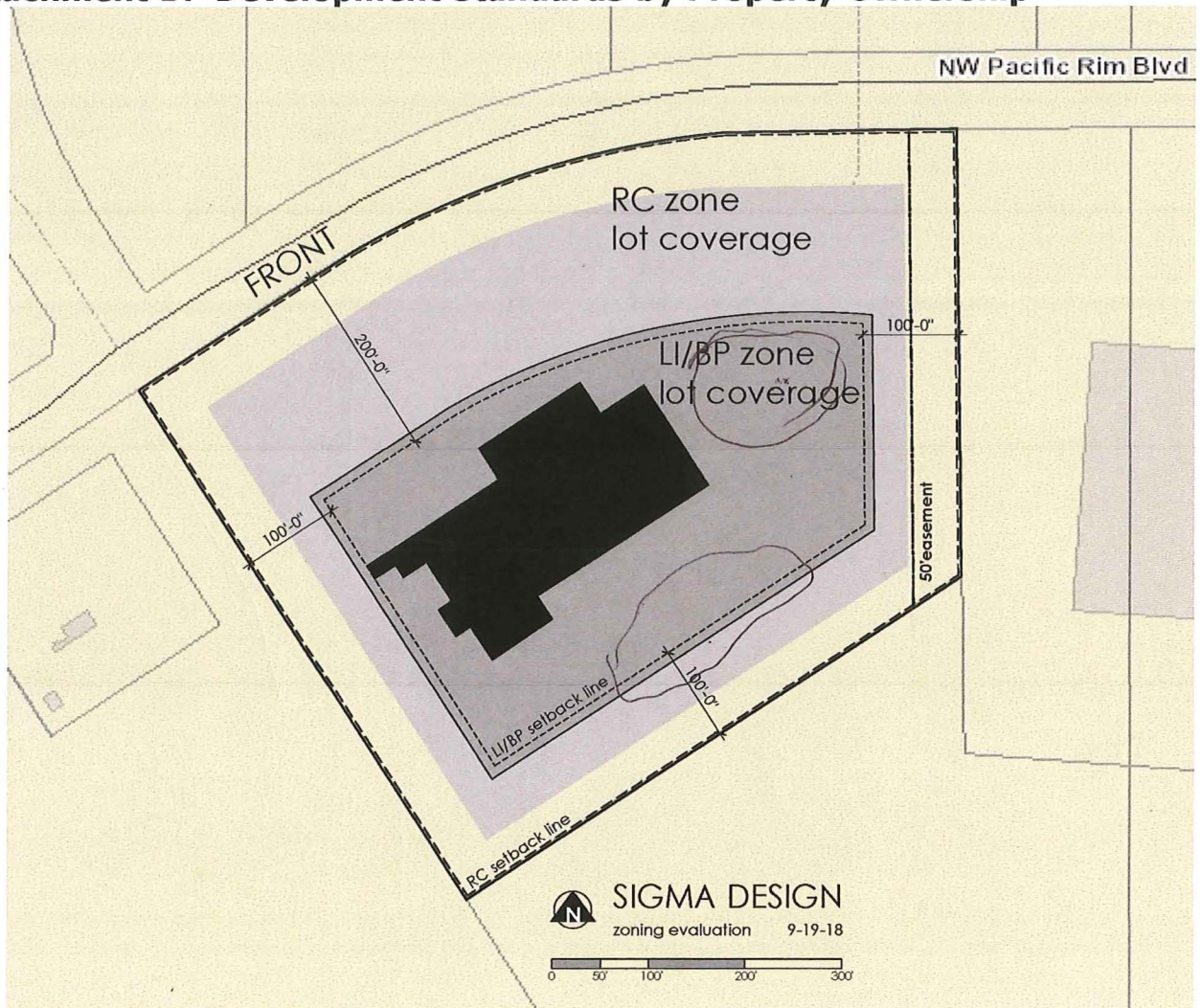
H. The application shall include an environmental checklist in accordance with the State Environment Policy Act (SEPA).

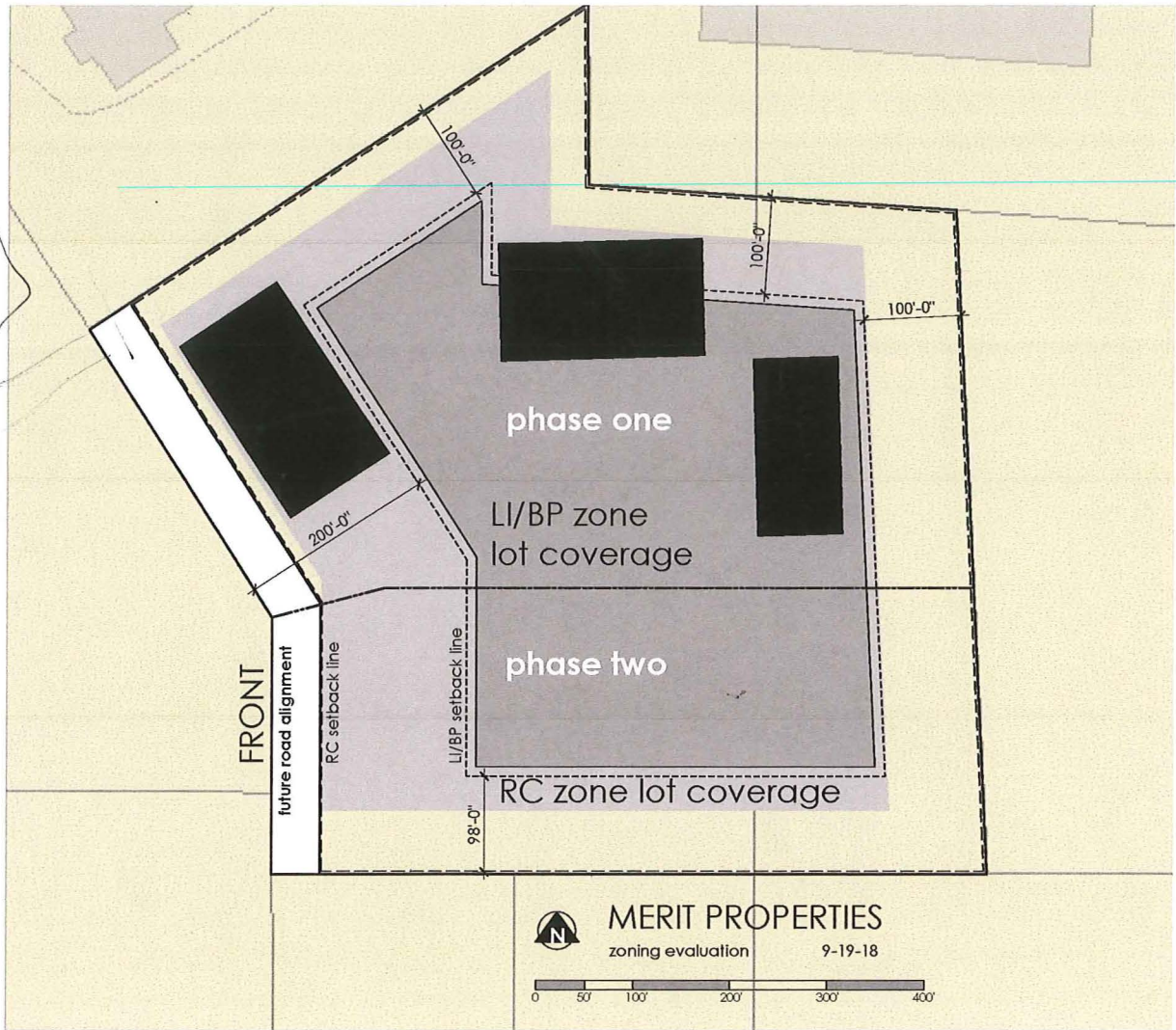
RESPONSE: SEPA Checklist is attached.

Attachment A: Environmental Constraints



Attachment B: Development Standards by Property Ownership

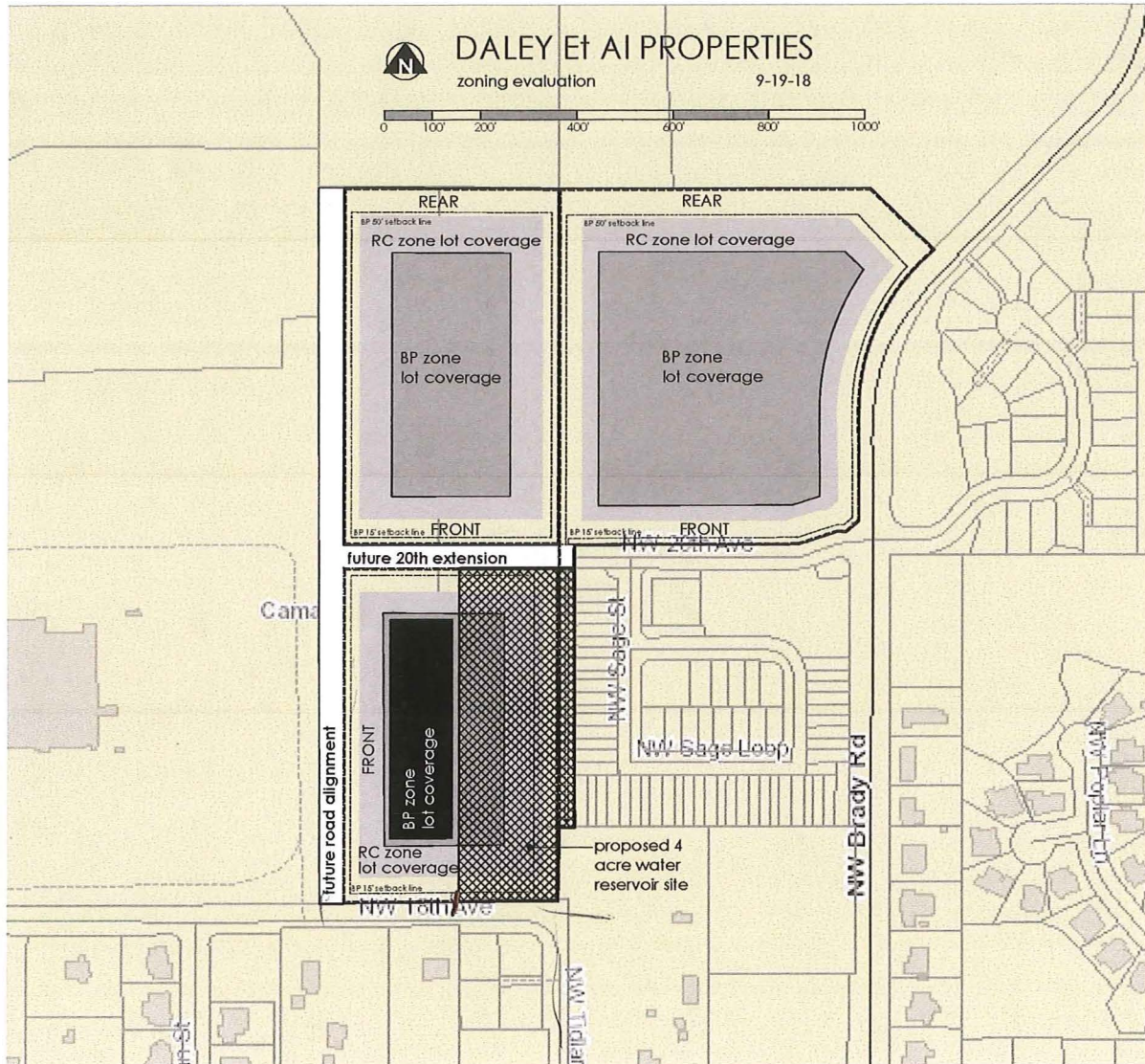
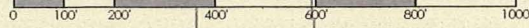






DALEY ET AL PROPERTIES
zoning evaluation

9-19-18



Attachment C: Merit Phase 1 Conceptual Site Plan

PROJECT INFORMATION

zoning information:
ZONE: LI/BP
 Light Industrial / Business Park
SITE: 13 acres

MASTER PLAN

• 3 office buildings - 64,000 sf total
PARKING
 Office PKG REQ'D:
 1/250sf = 256 parking spaces
 Office PKG provided = 270 parking spaces

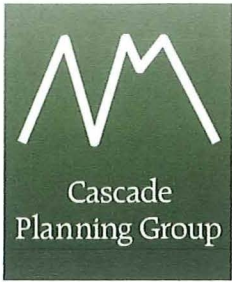


Merit Office Park - site plan

SCALE: 1" = 50'-0"



CONCEPT : 1
 PROJECT : MER
 DATE : 05/31/18



MEMORANDUM

To: Grass Valley Rezone
c/o Torvale, LLC

From: Paul Dennis, AICP, President

Subject: Updated Jobs Analysis of Commercial Rezone of Properties South of Pacific Rim Blvd
(Camas, WA)

Date: January 30, 2018 (**Revised 9/17/2018**)

Cascade Planning Group analyzed the job creation opportunities of the ~~seven-six~~ subject properties being considered for reclassification from industrial to commercial. The ~~seven-six~~ properties comprise ~~7050.73~~ acres. This analysis has been updated due to more in-depth site analysis, City engaged in acquiring 4.0 acres along NW 18th Ave, and removal of Sharp property from application.

Figure 1. Subject Properties South of Pacific Rim Blvd

Tax Lot	Owner	Current Zoning	Site Size (acres)
125623000	Daley Dennis W/ ETAL	BP	9.37
125193000	Daley Dennis W/ ETAL	BP	6.76
125185000	Daley Dennis W/ ETAL	BP	11.60
986033959	Sharp Electronics Corporation	BP	20.00
125627000	JR Merit Enterprises LLC	LI/BP	9.26
125207000	JR Merit Enterprises LLC	LI/BP	3.74
125198000	NRP LLC (a.k.a. Sigma Design)	LI/BP	10.00
All Sites			7050.73

Source: Clark County GIS.

Land Use Effect. All but one property is currently vacant; the 10-acre NRP property has the former HSA Building that now houses Sigma Design. Sigma is considering expanding on their Camas site but is significantly limited with their current LI/BP zone designation. Changing the zone designation to RC would provide more flexible development standards that would allow them to recapture at least 20% of their site (or 2 acres). The ~~six-five~~ vacant properties (totaling 40.73 acres) do have environmental challenges that make them difficult to develop as industrial. For example, Parcel 125185000 is believed (although not formally delineated) to be almost entirely significantly consumed impacted by wetlands due to water run-off from neighboring properties. Furthermore, all ~~of the six-five~~ vacant parcels have slopes that make them difficult to develop as industrial. Based upon informal analysis, ~~18.60~~ at least 11.87 acres are believed to be encumbered with critical areas; this does not include additional potential setbacks or buffers that would be required from a particular critical area. About 6.18 acres 25% of the

Requirement	RC	BP	LI/BP ¹
Lot Coverage & Building Height:			
Lot coverage (percentage)	None	50%	1 story (30%) 2 stories (40%) 3 stories (45%)
Maximum building height (feet)	None	None	60

Note: 1) The densities and dimensions in the LI/BP zone may be reduced under a planned industrial development. See Chapter 18.21 Light Industrial/Business Park.

2) Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2.

Source: City of Camas Municipal Code 18.09.030.

Commercial development tends to produce higher employment densities (i.e. jobs per acre) than industrial. Consistent with countywide planning targets, the city of Camas has assumed industrial properties will develop at an average of 9 jobs per acre and commercial at 20 jobs per acre. In macro terms, these subject properties would potentially produce 284-186 jobs under industrial zoning, assuming Merit properties could mass grade and build significant retaining walls to create a buildable area. If the properties developed entirely as commercial the potential added jobs would increase to 632-414. It's worth noting that the area is large enough to develop as mixed-use; however, at least 51% would be required to develop as an employment use. This would produce a potential 322-211 added jobs, assuming Comp Plan targets/assumptions. Under either of these commercial scenarios, rezoning the property to Regional Commercial (RC) would create a greater opportunity for job creation than the existing industrial zone. For additional consideration, CPG has discussed development preferences with each ownership group. These development preferences (in some cases conceptual site plans) could lead to 500 added jobs and between 70 and 160 housing units.

Figure 4. Potential Job Creation Under Current vs. Proposed Zoning

Calculation	Comp Plan Assumptions			Property
	Industrial	Commercial	Mixed-Use	Analysis
Net Vacant Acres Developable Area	31.60 <u>20.68</u>	31.60 <u>20.68</u>	31.60 <u>20.68</u>	<u>20.68</u>
Percent Developed as Jobs	100%	100%	51%	
Jobs per Acre	9	20	20	
Potential Added Jobs	<u>284-186</u>	<u>632-414</u>	<u>322-211</u>	<u>500</u>

Source: Cascade Planning Group utilizing information from Camas' Comprehensive Plan and information presented in earlier sections of this memo.



Cascade Planning Group
 Land Use • Economics • Development
 P.O. Box 372
 Camas, Washington 98607

MEMORANDUM

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 c/o Torvale, LLC

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All Sites			7050.73

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Land Use Effect. All but one property is currently vacant; the 10-acre NRP property has the former HSA Building that now houses Sigma Design. Sigma is considering expanding on their Camas site but is significantly limited with their current LI/BP zone designation. Changing the zone designation to RC would provide more flexible development standards that would allow them to recapture at least 20% of their site (or 2 acres). The ~~six-five~~ vacant properties (totaling 40.73 acres) do have environmental challenges that make them difficult to develop as industrial. For example, Parcel 125185000 is believed (although not formally delineated) to be almost entirely significantly consumed impacted by wetlands due to water run-off from neighboring properties. Furthermore, all ~~of the six-five~~ vacant parcels have slopes that make them difficult to develop as industrial. Based upon informal analysis, ~~18.60~~ at least 11.87 acres are believed to be encumbered with critical areas; this does not include additional potential setbacks or buffers that would be required from a particular critical area. About 6.18 acres 25% of the

developable area will be required for infrastructure to service development on these sites, plus another four (4) acres for the City's water reservoir. This leaves nearly 32-20.68 acres (or 45.48%) of net developable area.

Figure 2. Net Developable Acres of Subject Properties

Subject Properties	Acres
Gross Vacant Area Acres for Development	<u>60.73</u> 42.73
Known Potential Critical Areas	<u>48.69</u> 11.87
<u>Gross Buildable</u> Gross Acres Area	<u>42.13</u> 30.86
Infrastructure Deduct (25%)	<u>10.53</u> 10.18
Net Vacant Acres Area for Development	<u>31.60</u> 20.68

Source: Cascade Planning Group utilizing Clark County GIS and proprietary information from property owners.

Job Target Effect. Reclassifying the properties from industrial to commercial would only reduce the amount of industrial acreage by 2.92.1% but increase commercial acreage inside the city of Camas by 7.45.1%. According to the city of Camas' 2035 Comprehensive Plan The City is planning for an added 11,182 jobs over the next 20 years. To accommodate planned industrial development, the city only needs 493 of its 660 acres reserved for future industrial development. Therefore, rezoning the approximate 71-41 gross developable acres of industrial property to commercial will still leave enough developable industrial land ($660 - 71-41 = 589$ 619) to meet the City's 20-year industrial job growth targets.

Rezoning to commercial will increase the amount of employment capable of occurring on these properties. This will occur for two reasons. Rezoning specifically to Regional Commercial (RC) will increase the development envelope as RC has more flexibility in regards to density and dimensions. The RC zone has nearly no restrictions as compared to either industrial zone. LI/BP is the most restrictive zone in regards to its base density and dimensions. For example, Parcels 125627000 and 125207000 (JR Merit properties) individually do not meet the minimum size requirements to develop as LI/BP. Furthermore, with the minimum setback, neither parcel can meet the minimum dimensions required. Add in the topography challenges and essentially these two parcels are undevelopable under current zoning.

Figure 3. Density and Dimensions for Proposed RC Zone vs. Current Zoning

Requirement	RC	BP	LI/BP¹
Bulk Regulations:			
Minimum lot area (square feet)	None	½ acre	10 acres
Minimum lot width (feet)	None	100	Not specified
Minimum lot depth (feet)	None	100	Not specified
Setbacks:			
Minimum front yard (feet)	Note 2	15	5' per 1' of building height (200' min)
Minimum side yard (feet)	None	15	100' for building; 25' for parking
Minimum rear yard (feet)	None	50	100' for building; 25' for parking area

Requirement	RC	BP	LI/BP¹
Lot Coverage & Building Height:			
Lot coverage (percentage)	None	50%	1 story (30%) 2 stories (40%) 3 stories (45%)
Maximum building height (feet)	None	None	60

Note: 1) The densities and dimensions in the LI/BP zone may be reduced under a planned industrial development. See Chapter 18.21 Light Industrial/Business Park.

2) Residential dwelling units shall satisfy the front setbacks of CMC Section 18.09.040 Table 2.

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Commercial development tends to produce higher employment densities (i.e. jobs per acre) than industrial. Consistent with countywide planning targets, the city of Camas has assumed industrial properties will develop at an average of 9 jobs per acre and commercial at 20 jobs per acre. In macro terms, these subject properties would potentially produce 284-186 jobs under industrial zoning, assuming Merit properties could mass grade and build significant retaining walls to create a buildable area. If the properties developed entirely as commercial the potential added jobs would increase to 632-414. It's worth noting that the area is large enough to develop as mixed-use; however, at least 51% would be required to develop as an employment use. This would produce a potential 322-211 added jobs, assuming Comp Plan targets/assumptions. Under either of these commercial scenarios, rezoning the property to Regional Commercial (RC) would create a greater opportunity for job creation than the existing industrial zone. For additional consideration, CPG has discussed development preferences with each ownership group. These development preferences (in some cases conceptual site plans) could lead to 500 added jobs and between 70 and 160 housing units.

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Source: Cascade Planning Group utilizing information from Camas' Comprehensive Plan and information presented in earlier sections of this memo.



Paul Dennis, Torvale LLC
1806 SE 202nd Ave.
Camas, WA 98607
Paul@torvale.com 360.607.9816

April 18, 2018

Dear Mr. Dennis,

The city received your application for an amendment to the comprehensive plan on January 31, 2018 (City file #CPA18-01). This letter provides initial staff review comments and an anticipated schedule for processing.

Scheduling:

- In accordance with CMC§ 18.51.020, staff reported to Planning Commission and City Council that the city received applications for amendments to the comprehensive plan. Public hearings are typically scheduled in the months of May and June.
- Staff has scheduled a meeting with your team on May 2nd at 3:30 p.m.

Review Comments:

1. The application materials did not include a signed authorization for 30 acres of the 70.73 acres proposed to be amended. The following parcels did not provide authorization for the application:
 - Sharp Electronics 986033-959 (20 acres) or
 - NRP LLC (Sigma) 125198-000 (10 acres)
2. The applicant proposes to amend the combined parcels to a comprehensive plan designation of Commercial with a zoning of Regional Commercial. The application addressed the criteria as required, however a few errors and omissions were identified in the information provided.
 - a. Not all of the subject parcels are zoned LI/BP. Those standards are only applicable to 13 acres¹ owned by JR Merit. The narrative should be revised to reflect the differing design standards in effect.
 - b. The design standards for the BP zone differ from the LI/BP zone. The BP zone standards includes 15-foot setbacks at the front and side lot lines and 50-foot setback at the rear of the property. Those standards are applicable to 28 acres owned by Daley et al.
 - c. The applicant does not identify particular uses that are prohibited within the current designations, which would be considered to be obstacles to development of the subject properties. If a desired (future) land use is currently prohibited within the BP or LI/BP zones, the applicant could propose a Zoning Text Amendment to focus on that specific perceived code deficiency. Refer to CMC§ 18.51.025 Zoning text and map amendments.
 - d. Properties that are zoned Regional Commercial allow residential development, which is prohibited in industrial zoning designation. Residential development in this area was not anticipated or included within the city's comprehensive plan.

¹ NRP property (10 acres) is also zoned LI/BP, but the property owner is not a signatory to the application to date.

3. The applicant should provide a comparative list of uses that are allowed within a regional commercial zone as compared to the current designations, in order to demonstrate a deficiency per CMC§18.51.010(C). Refer to the list of allowed uses at CMC Chapter 18.07 Use Authorization.
4. If higher intensity uses are anticipated or proposed, such as residential development, then the associated impacts on the Park System would need to be evaluated. Specifically, if the higher intensity development is in an area that was not anticipated with the adoption of the Parks, Recreation, and Open Space Comprehensive plan.
5. The applicant will be required to provide information for review and approval by the City regarding the change in highest possible water consumption, sewer volumes and traffic generation based on the proposed comp plan and zoning changes. If there are measurable increases in potential water consumption and/or sewer volumes, the applicant will be required to work with the city's consultants to update the applicable (water and/or sewer) system plan and capital improvements plan.

If trip generation is potentially increased above the accepted transportation allocation zones (TAZs) for these parcels, the applicant will be required to work with the city's consultant to provide the updated TAZ information and run the RTC traffic model to identify potential additional generated traffic improvements citywide.

If you have any questions or concerns prior to the scheduled meeting, please contact me at (360) 817-7269.

Regards,

Sarah Fox, Senior Planner

A Comprehensive Plan to guide future growth and development for the City of Camas

Camas 2035

The Camas Vision

Introduction

Developing Camas 2035

Introduction

Land Use Goals and Policies

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Gateways and Entries

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Acknowledgements

Thank you to the members of the Camas community for sharing your time and insight in the development of Camas 2035.

Mayor

Scott Higgins

Camas City Council

Greg Anderson

Bonnie Carter

Don Chaney

Tim Hazen

Steve Hogan

Melissa Smith

Shannon Turk

Camas Planning Commission

Bryan Beel, Chair

Lloyd Goodlett

Tim Hein

Frank Hood

Troy Hull, Vice Chair

Jaima Johnson

Jim Short

Camas 2035 Steering Committee

Barb Baldus

Jon Busby

Barry Carson

Bonnie Carter

Troy Hull

Alicia King

Lynn Johnston

Mike Nerland

Buzz Truitt

Shannon Turk

Lisa Willis

Camas 2035 Technical Advisory Committee

Jarred Jackman

Eric Lanciault

Eric Levison

Matthew McBride

Shannon Turk

Sean Vergillo

City of Camas Staff

Phil Bourquin, Community Development Director

Robert Maul, Planning Manager

Sarah Fox, Senior Planner, Project Lead

Lauren Hollenbeck, Senior Planner

Jan Coppola, Administrative Assistant

Steve Wall, Public Works Director

James Carothers, Engineering Manager

Consultant Team

BergerABAM

Cogan Owens Greene

Acronyms, Abbreviations, and Initialisms

ACS	American Community Survey	LOS	level of service
ADA	Americans with Disabilities Act	MF	Multi-Family (zone)
ADU	accessory dwelling unit	mgpd	million gallons per day
BP	Business Park (zone)	MHI	median household income
CC	Community Commercial (zone)	MIX	Metropolitan Interlibrary eXchange
CIP	capital improvement plan	MX	Mixed-Use (zone)
City	City of Camas	N/A	not applicable; not available
CMC	Camas Municipal Code	NC	Neighborhood Commercial (zone)
County	Clark County	NP	Neighborhood Park (zone)
CRC	Columbia Resource Company	NPDES	National Pollutant Discharge Elimination System
CSWMP	Clark County Solid Waste Management Plan	Ord.	City ordinance
CTR	commute trip reduction	OS	Open Space (zone)
CWFD	Camas-Washougal Fire Department	PRD	Planned Residential Development
DC	Downtown Commercial (zone)	PROS	<i>Parks, Recreation and Open Space Comprehensive Plan Update</i>
Ecology	Washington State Department of Ecology	psi	pounds per square inch
EMS	emergency medical services	Qi	instantaneous quantity basis
EPA	U.S. Environmental Protection Agency	RC	Regional Commercial (zone)
FVRL	Fort Vancouver Regional Library	RCW	Revised Code of Washington
GIS	geographic information system	Res.	City resolution
GMA	Growth Management Act	RTC	Regional Transportation Council
gpm	gallons per minute	SR	State Route
HCM	<i>Highway Capacity Manual</i>	STEP	septic tank effluent pumping
HI	Heavy Industrial (zone)	SU	Special Use Park (zone)
HUD	U.S. Department of Housing and Urban Development	TAC	technical advisory committee
I/I	infiltration/inflow	TIF	traffic impact fee
LED	light-emitting diode	UGA	urban growth area
LI/BP	Light Industrial/Business Park (zone)	WUTC	Washington Utilities and Transportation Commission
LID	low impact development	WWTP	Wastewater treatment plant

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Parks and Trails

Are some of many things Camas residents love!

The purpose of the Camas comprehensive plan update is to ensure that in 2035, the City remains vibrant and diverse and meets the needs of its residents.



Lacamas
Lake
is a treasured
resource residents
enjoy

Camas 2035

In the year 2035, residents of Camas continue to appreciate their safe, diverse and welcoming community. Camas maintains its small town character while accommodating future residents. The City is well known for its excellent schools, thriving businesses, and ready access to metropolitan amenities and natural features. A vibrant downtown brings neighbors together and is enjoyed by all.

Camas has a long and rich history. More than 10,000 years ago, Native Americans occupied the Columbia River Valley. The Lewis and Clark Corps of Discovery camped by the river in 1806. In the late 1800s, the La Camas Colony Company of Portland purchased 2,600 acres and began planning the construction of a paper mill to supply newsprint for The Oregonian. With the construction of the mill came the platting of the town and the beginning of today's city, a vibrant and diverse community that occupies approximately 16 square miles and is home to nearly 23,000 people.

Camas 2035 is the update of the City of Camas comprehensive plan. The purpose of the Camas update is to ensure that, in 2035, the City, which was incorporated in 1906, remains a vibrant and diverse city that meets the needs of its residents.

The history of Camas comprehensive planning dates back to 1963 when the first plan was prepared. In 1990, the state adopted the Growth Management Act (GMA) with the goal of managing the growth of cities that had heretofore grown in an uncoordinated fashion. GMA requires municipalities to consider the provision of the utilities and services necessary to serve new residential subdivisions, commercial centers, and industrial sites before approving their development. The last major update to the City's comprehensive plan was in 2004 when Camas was a community of approximately 15,360. By 2015, the City's population had grown to 22,843 and annexation had added 2,400 acres, mostly north of Lacamas Lake.

"With the construction of the mill came the platting of the town - and the beginning of today's city"

Camas Vision Statement

In order to create a vision for the future, it was important to understand the today. Camas 2035 has been guided by the community vision established over a 6-month process that involved hundreds of community members. In this process, we examined where we've been, how we've grown, what we do, and who we are today – to better understand how we will grow.

The vision is written in the present tense, as if describing the city as it exists in 2035. Some aspects of the vision can be found in Camas today, while others represent aspirations. It was adopted by City Council Resolution #15-002 on February 17, 2015, the vision provides a framework for the goals and policies of every element of Camas 2035.

Introduction to Vision

In the year 2035, residents of Camas continue to appreciate their safe, diverse and welcoming community. Those that were raised in Camas will return for family wage jobs, and to ultimately retire here. Camas maintains its small town character while accommodating future residents. Camas is well known for its excellent schools, thriving businesses and ready access to metropolitan amenities and natural features. A vibrant downtown and community events bring neighbors together and are enjoyed by all.

Vital, Stable and Livable Neighborhoods

Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. Historic structures are maintained and rehabilitated to accommodate new homes and businesses. There is a wide variety and range of housing for all ages and income levels. Quality public facilities, services and utilities contribute to a high quality of life.

Diversified Economy

The economy has grown to attract a variety of businesses that offer stable employment opportunities and family wage jobs in the medical and high-tech fields. Camas is a gateway to nature and recreational opportunities, leading to a robust tourism industry. Professional office, medical and industrial uses will typify western Camas, with retail businesses supporting the large campus firms. The north shore area will fulfill the employment and retail needs of the growing population on the northeast side, and reduce trips outside of the city.

Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine and gather. Housing within the city's core contributes to a town center that supports local businesses.

How we've grown...

Camas has added nearly 7,500 residents since 2004!

But we've added more than 1,300 acres of land to our city over the past 10 years.

Residential density is among the least dense urban areas in Clark County.



Public Services

Camas continues to have an excellent school system, an asset that draws families to the community. Students and their families enjoy the city's parks, trails, community centers and other recreational opportunities. The library continues its vital role as a place of learning. Residents value well-funded police, fire and emergency response services. Proficient government agencies maintain existing city assets and coordinate future development.

Natural Environment

Camas appreciates and remains good stewards of its natural environment. A vegetated corridor provides habitat and safe passage for wildlife from Green Mountain to the Columbia River. Lacamas Lake is treasured as a unique and pristine resource. City policies preserve trees and natural areas.

What is a Comprehensive Plan?

Camas 2035 guides land use development and public facility investment decisions between now and 2035. **Camas 2035 has six elements that work together to achieve the community's vision and ensure long-term economic vitality:**

- Land Use
- Housing
- Natural Environment
- Transportation and Street Plans
- Public Facilities, Utilities, and Services
- Economic Development

Each element sets goals that will implement the vision and expresses policies that will guide land use and infrastructure decisions for the 20-year planning horizon. The elements are supported by the comprehensive plan map, which identifies land use designations throughout the City and within its urban growth area.

Why Plan?

Planning is choosing what to do and how and when to do it. Planning is part of our everyday lives. We plan our vacations, our family budgets, and even our trips to the grocery store. The detailed planning of our daily lives derives from a set of goals that we want to accomplish – in a day, in the next six months, or the next two years.

In the same way and for the same purpose, the City's plan is the basis of coordinated action – it enables public and private interests to undertake projects with a clear understanding of community goals and policies.

Camas 2035 helps the City identify deficiencies and take steps to remedy them. Planning can find desirable and reasonable solutions before the problem is beyond the community's economic capabilities. The plan is crucial to avoiding uncoordinated activities as the City adapts to changing conditions and experiences the population growth that is anticipated.

The plan is not intended as a rigid system of goals and development policies; rather, it is:

- **Long range** – looks ahead as far as is practical to anticipate growth and resulting community needs.
- **Comprehensive** – relates and integrates all types of uses and necessary public facilities.
- **General** – establishes general locations and areas for the elements and indicates their relationships to each other and the population they serve.
- **Responsive** – through regular updates, adjusts to changing conditions, unforeseen circumstances, and local and regional trends.

We have pride in and honor our natural areas.

How we play...

543 acres

Of county-owned open space and greenways in or near Camas, including Lacamas Lake Regional Park

450 acres

City-owned open space

120 acres

In 14 parks

6 trails

Totaling 22 miles

4 facilities

For recreational use



How is a Comprehensive Plan Related to Other Plans?

Camas 2035 is part of a family of state, regional, and local plans. Some, like statewide GMA and Clark County's Community Framework Plan, set the overall planning framework and guide the content of the Camas comprehensive plan.

Others, like plans that are specific to particular subareas, supply more detailed information about individual topics or smaller parts of the City.

Growth Management Act

The GMA establishes state goals, sets deadlines for compliance, and offers direction on how to prepare comprehensive plans and development regulations.

GMA also establishes requirements for early and continuous public participation. GMA requires state and local governments to manage growth by identifying and protecting critical areas and natural resource lands, designating urban growth areas, and preparing comprehensive plans and implementing them through capital investments and development regulations.

The GMA legislation, which is Chapter 36.70A of the Revised Code of Washington (RCW), contains 14 goals.

For a community's plan to be valid, it must meet the requirements of the GMA through consistency with state statutory goals, countywide policies, and the plans of adjacent jurisdictions.

The fourteen statutory goals identified in the GMA (RCW 36.70A) are:

- 1. Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- 2. Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3. Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- 4. Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- 5. Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote

the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

- 6. Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
- 7. Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
- 8. Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
- 9. Open space and recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
- 10. Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- 11. Citizen participation and coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- 12. Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- 13. Historic preservation.** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.
- 14. Provide consistency.** Between shoreline management and growth management by considering the goals and policies of a shoreline master program for a county or city, approved under Chapter 90.58 RCW, as an element of the county or city's comprehensive plan.

Urban Growth Areas

An urban growth area is a defined area of land adjacent to city limits within which urban growth is encouraged and beyond which growth can occur only if it is not urban in nature.

Each county that adopts a comprehensive plan under the GMA must designate urban growth areas. The City of Camas has 1,962 acres of land within the urban growth areas that adjoin the City limits. This land, combined with the vacant land available within the City limits, must accommodate the City's population and employment projections as established by the state's Office of Financial Management. The population and employment projections for the City for the year 2035 are 34,098 people and 11,182 additional jobs. The City currently has adequate land to accommodate these projections. Expansion of the urban growth areas is not necessary with Camas 2035 (see the Land Use Element for additional details).

County Planning Goals and Policies

The Community Framework Plan, adopted by Clark County and its cities and last updated in 2007, guides local jurisdictions as they work to decide questions of regional land use and services.

Clark County is in the final stages of fully updating this plan for 2015 through 2035. As County and city plans were developed, representatives of the City of Camas met on a regular basis over the span of two years with officials of the County and its cities to coordinate efforts. This level of communication helps ensure that the plans and capital projects of these jurisdictions are consistent when adopted. Camas 2035 is consistent with the concepts put forward in the County's Community Framework Plan, and the initial drafts of its pending comprehensive plan, and the countywide planning policies as required by RCW 36.70A.210(1), WAC 365-196-305, and WAC 365-196-510.

Local Plans

The goals and policies included in Camas 2035 are implemented through development regulations established in the Camas Zoning Code (Title 18 of the Camas Municipal Codes) as well as the standards set forth in existing plans and policy documents.

Camas 2035 has been developed to ensure consistency with all other relevant local plans as listed below:

- Camas Water System Plan (June 2010, Res. 1188)
- Camas General Sewer Plan Amendment (April 2010, Res. 1190)
- Camas General Sewer/Wastewater Facility Plan (November 2009, Res. 1189)
- City of Camas Parks, Recreation, and Open Space Comprehensive Plan (January 5, 2015, Ord. 15-002)
- Camas Design Standards Manual–Engineering (October 20, 2014, Res. 1308)

- Camas Design Review Manual (May 2, 2016, Ord. 16-006)
- Amending Gateway/Corridor Standards (in process)
- Camas Shoreline Master Program (July 27, 2015, Ord. 15-007)
- Downtown Design Manual (July 21, 2014, Res. 1301)
- Camas Stormwater Design Standards Manual (July 2010, Res. 1193)
- Six-Year Street Plan (Updated annually)
- 2013–2030 Capital Facilities Plan Project List (December 2012, Ord. 2668)
- Transportation Impact Fee Update (May 2012, Res. 1240)
- Camas Corridor Study (in process)

Amending a Comprehensive Plan

The City is required to review its comprehensive plan at least every seven years. However, the City's comprehensive plan and development regulations are reviewed and evaluated regularly.

Camas 2035 is based on the best available information. As years go by, new information or changing circumstances – for instance, a revised sewer or water plan – may prompt changes to this plan. By state law, amending a comprehensive plan can occur only once a year and must follow the procedures that are set forth in RCW 36.70A.130.

Amendments to a comprehensive plan require legislative action, which entails the adoption of a resolution or ordinance following notice and public hearing indicating, at a minimum, a finding that a review and evaluation has occurred and identifying the revisions made, or that a revision was not needed and the reasons.

The review and evaluation must include the consideration of critical area ordinances, population projections, and other plans and policies in effect.

Under certain circumstances, amendments can occur more frequently:

- The initial adoption of a subarea plan that does not modify the comprehensive plan policies and designations applicable to the subarea.
- The adoption or amendment of a shoreline master program under the procedures set forth in Chapter 90.58 RCW.
- The amendment of the capital facilities element of a comprehensive plan that occurs concurrently with the adoption or amendment of a county or city budget.
- The revision is to address an emergency, or to resolve an appeal of a comprehensive plan filed with a growth management hearings board or with the court.
- The adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.440, provided that amendments are considered in accordance with the public participation program established by the county or city.

Developing Camas 2035

Camas 2035 began with a citywide process to envision our desired future for the 20-year planning horizon. Public outreach involved over 600 community members, three questionnaires, several interviews with stakeholder groups, the development of a Steering Committee, and two public vision summits.

The result was the vision for Camas 2035 that is stated at the beginning of this document. This vision guided the update of every element that is part of Camas 2035. Appendix A discusses the public outreach involved in the visioning process.

The second phase of public outreach consisted of a Technical Advisory Committee (TAC), the continuation of the Steering Committee, a community survey, and a public forum. This second phase focused on implementation – making sure the goals and policies established in Camas 2035 were consistent with the community vision. The purposes and functions of the Steering Committee and the TAC are described further below.

In addition to the outreach efforts described above, the City maintained a website and Facebook page throughout the visioning process and the development of Camas 2035.

Steering Committee

The Steering Committee was formed at the outset of the visioning process and consisted of identified leaders of the community. This committee spearheaded the outreach efforts, and was integral to shaping the vision of Camas 2035. Throughout the development of the plan, the Steering Committee continued to ensure that the vision was upheld and consistency was maintained throughout each element of the plan. The Steering Committee met three times during the visioning process and three times during the development of Camas 2035.

Technical Advisory Committee

The TAC was formed to help ensure that Camas 2035 would adhere to the community vision and meet the public service and infrastructure needs of a growing city. Members of the TAC were selected for their technical expertise and knowledge of key plan elements such as transportation, parks and trails, neighborhood livability, and employment.

The TAC met five times from March to October 2015 and provided invaluable input on each element of Camas 2035. The first two TAC meetings focused on establishing community gateways and corridors. During the visioning process, many residents voiced their desire that the entrances to our City be welcoming and identifiable. The TAC and staff worked together to identify gateways and gateway elements such as signage, lighting, sidewalks, and crosswalks that will distinguish Camas from neighboring cities. These gateways are included as overlays on the City zoning map and the Economic Development Element identifies specific goals and policies for them.

What we learned..

Some of the feedback from residents...

"Rivers, Lakes, Trails, and Parks! Mill City Pub and Camas Theater!"

"5 minutes to work-no traffic-what could be better!"

"We love everything: great schools, parks, floating in the river"





Camas Days!

We attended in 2014 and 2015 to gather feedback.

Community Surveys

During the two years it took to complete the visioning and comprehensive plan update process, community members were asked to complete three surveys. The first and second occurred during the visioning process in 2014 and early 2015. The purpose of the first survey was to identify Camas' strengths and understand what residents value about Camas today. More than 400 community members completed the first survey. The second survey was intended to validate the draft vision statement and was completed by 177 community members. The third survey, conducted in December 2015 and January 2016, asked respondents to indicate their preferences for development styles and features and to validate draft comprehensive plan policies, and was completed by 182 community members. Summaries of each community survey are included in Appendix A.

Vision Summits and Public Forum

During the comprehensive plan update, the City hosted two vision summits and one public forum. The first vision summit was held on November 5, 2014 to discuss the future vision for the City. Approximately 50 community members gathered at Fire Station 42 and were asked to complete the sentence, "In 2035, Camas is/has/enjoys..." This input together with online surveys helped frame the Vision Statement. The second vision summit was held on January 8, 2015 to solicit feedback on implementing the vision, and was attended by approximately 120 community members. On January 14, 2016, a public forum was held in order to review the first draft of the updated comprehensive plan, including proposed zoning and comprehensive plan maps. Approximately 43 community members attended and provided feedback.

The City of Camas values residents' opinions and is committed to being responsive. The final comprehensive plan incorporates the contributions and comments from everyone who has been involved to date.

"During the visioning process, many residents voiced their desire that the entrances to our city be welcoming and identifiable."

Land Use

The Land Use Element is designed to support development that adheres to the City's vision to ensure Camas' future is as bright as its past.



1 LAND USE

1.1 Vision

In 2035, Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. The economy has grown to attract a variety of businesses that offer stable employment opportunities and family-wage jobs in the medical and high-tech fields. Professional office, medical, and industrial uses typify western Camas, with retail businesses supporting the large campus firms. The North Shore area fulfills the employment and retail needs of a growing population on the east side, and reduces trips outside of the city. Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine, and gather. Housing within the city's core contributes to a town center that supports local businesses. Camas appreciates and remains good stewards of the environment by preserving trees and natural areas.

1.2 Organization of Land Use Element

- Land Use Overview
- Population and Employment Projections
- Land Use Designations
- Goals and Policies by Land Use Category
 - Citywide
 - Employment Lands (including commercial, industrial, and business park)
 - Neighborhoods (including single-family, multi-family and mixed-use housing)
 - Natural Environment (including parks, trails, and open space)
 - Residential Mixed-use Areas

1.3 Land Use Overview

The City of Camas is home to great schools, family-wage jobs, high-quality neighborhoods, and an abundance of open space and recreational amenities. Camas has grown into a dynamic, vibrant city with diversified employment opportunities and services that cater to its residents' various needs. In 2015, Camas maintains its small town charm and character, and downtown remains the heart of the City with a mix of restaurants, shops, professional offices, and residential development. The Grass Valley area is home to several national and international technology and manufacturing firms. A significant amount of residential development is underway in the Green Mountain area, and planned transportation improvements in the North Shore area will improve connectivity and provide better transportation options throughout the City.

The Land Use Element is designed to support development that adheres to the City's vision to ensure Camas' future is as bright as its past. The GMA identifies the Land Use Element as the foundation of the Comprehensive Plan. GMA outlines the framework by which the plan will be implemented and establishes land use designations to accommodate the City's population and employment projections. The development of land in accordance with the goals and policies included in the Land Use Element will ensure the achievement of an appropriate balance of public facilities, housing, employment, services, and recreational uses throughout the City.

“Camas has grown into a dynamic, vibrant city with diversified employment opportunities and services that cater to its residents' various needs.”

1.3.1 2035 Population Projections

GMA requires that each jurisdiction accommodate its share of the region’s growth. In 2035, the City of Camas is expected to have a population of 34,098 (based on the County adopted growth rate of 1.26 percent per year), an 11,255-person increase from the 2015 population of 22,843. During the same period, Camas is expected to add 11,182 jobs. The table below outlines the population and employment projected for Camas and its ability to meet these projections within its current urban growth boundary.

Table 1-1. Residential and Employment Capacity

	2035 Projection	Residential Unit Increase	Assumed Units or Jobs/Acre	Acres Needed	Capacity ¹ Acres
Population	34,098	3,868 ²	6 units/acre	645	876
Employment	11,182 (increase)	N/A	IND: 9 jobs/acre COM: 20 jobs/acre	IND: 493 COM: 337	IND: 660 COM: 464

Source: Clark County Buildable Lands Report, unless otherwise noted. See Appendix B.
¹Capacity calculated as net developable acreage using the County Vacant Buildable Lands Model and further refined based on GIS analysis conducted by the City.
²Based on 2013 American Community Survey data, consistent with Clark County Buildable Lands Report.

1.3.2 Land Use Designations

In order to ensure the City’s vision and land use goals are achieved, land use designations are used to assign a variety of development uses and building densities to land throughout the City. The plan identifies areas for residential, commercial, and industrial development as well as community gateways and areas appropriate for a mix of uses. The plan also identifies areas for parks and open space to support recreation and enhance natural areas, including habitat and wildlife corridors.

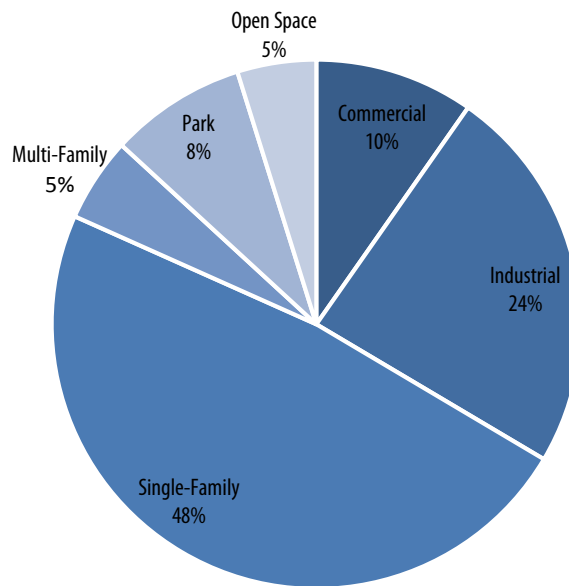
Land use designations are identified below on Table 1-2, Figure 1-1, and on the Camas Comprehensive Plan map.

Table 1-2. Acreage by Comprehensive Plan Designation

Comprehensive Plan Designation	Corresponding Zones	Total (Acres) ¹
Single-Family-High	• Residential 6,000 (R-6)	425
Single-Family-Medium	• Residential 12,000 (R-12) • Residential 10,000 (R-10) • Residential 7,500 (R-7.5)	3617
Single-Family-Low	• Residential 15,000 (R-15)	871
Multi-Family-High	• Multi-Family 18 (MF-18)	246
Multi-Family-Low	• Multi-Family 10 (MF-10)	279
Commercial	• Neighborhood Commercial (NC) • Community Commercial (CC) • Regional Commercial (RC) • Mixed-use (MX) • Downtown Commercial (DC)	992
Industrial	• Light Industrial/Business Park (LI/BP) • Light Industrial (LI) • Heavy Industrial (HI) • Business Park (BP)	2427
Park ²	• Neighborhood Park (NP) • Special Use Park (SU)	851
Open Space / Green Space	• Open Space (OS)	492
Gross Total		10200
Rights-of-Way and Stormwater Facilities		-27.7 percent ³
Net Total		7375

¹Total area within each comprehensive plan designation within the urban growth boundary.
²Applies only to land held in public trust.
³Based on typical County infrastructure deduction used in Clark County Buildable Lands Report.

Figure 1-1. Land Use Percentages



Overlays

In addition to the land use designations listed in Table 1-2, land use overlays further define appropriate uses and development standards for particular areas within the City. Overlays included in this update are identified as follows:

- Airport Overlay
- Gateways and Corridors
- Multi-Family Cottage

The 2004 Comprehensive Plan included additional overlays (Planned Industrial Development, North Dwyer Creek Employment Mixed-Use, and North Dwyer Creek Residential Mixed-Use). These areas have developed since 2004, the overlay designations are no longer needed, and they were removed from the map.

Several overlays require zone change approval, while others are established on the zoning map. Two overlays – Airport and Gateways and Corridors – are established on the adopted zoning map. An overlay that requires zone change approval is the Multi-Family Cottage overlay. Development within all overlay areas must comply with the goals and policies of the underlying land use designation.

Grove Field, an airport owned and operated by the Port of Camas-Washougal and located northeast of Lacamas Lake, adjoins the City’s boundary. The Airport Overlay is designated to ensure land uses adjacent to the airport are compatible with air traffic and do not interfere with safe air navigation. For example, the comprehensive plan designation of lands adjacent to the airport is generally industrial, rather than residential, and the Airport Overlay area restricts uses tending to high concentrations of people, such as schools or hospitals.

This update designates gateways and corridors because Camas residents say they want the entrances to the City to be welcoming and identifiable. Community gateways create a sense of arrival and let visitors and residents know they are in Camas.

A primary gateway is a main entry into Camas and includes a corridor, whereas a secondary gateway is limited to an intersection or a few city blocks. A corridor extends approximately 0.25 mile from a gateway and includes enhanced features such as bike lanes, widened or detached sidewalks, and signage. Table 1-3 identifies community gateways and corridors and the features that should be included in each gateway and/or corridor.

Table 1-3. Gateways and Corridors

Gateway/ Corridor	Designation	Typical Gateway and Corridor Features
6th Avenue	Primary	Gateway • Iconic street lighting • Layered landscaping • Signage – City/downtown depending on gateway location – monument-style signage Corridor • Pedestrian and bicycle amenities (bike lanes, crosswalks, and sidewalks) • Signage (wayfinding, historic, and/or interpretive) • Iconic street lighting • Street trees
3rd Avenue	Primary	
Everett	Secondary	
38th Avenue	Primary	
Lake Road	Primary	
Green Mountain – Goodwin	Primary	
Brady Road	Primary	
Union Street	Secondary	
Note: In addition to compliance with the standards established above, development within corridors and gateways must adhere to all applicable transportation and public works standards, including road cross-sections.		

Development/redevelopment within a designated gateway or corridor must adhere to the goals and policies included in the Economic Development Element as well as the applicable development regulations and design guidelines of the *Camas Design Review Manual*.

An analysis of building permits issued since 2004 shows that 70 percent of new homes were over 3,000 square feet, with only 7 percent of homes less than 2,000 square feet. To address this disparity in housing, the Multi-Family Cottage Overlay provides an incentive to build smaller, single-level dwellings. The intent is to encourage the development of cottages, especially those with architectural elements typical of this type of dwelling such as a front porch, a steep-pitched gable roof, and a recessed garage. This overlay is also intended to accommodate those with mobility impairments. The dwellings must be less than 1,000 square feet, and are subject to design review approval.

1.4 Goals and Policies

Land use goals and policies are established to ensure that future development is consistent with the community vision. Goals and policies are presented for five land use categories:

- Citywide – establishes a citywide land use goal and broad policies to be considered throughout the City
- Gateways/Corridors – focuses on areas designated as community gateways and corridors
- Employment Land – includes land zoned for commercial, mixed-use, industrial, and business park development
- Neighborhoods – includes single- and multi-family zoning designations
- Natural Areas – includes parks, open space, and critical areas
- Residential Mixed-use Areas – applies to current and future areas designated as mixed-use

For additional goals and policies related to economic development, housing, and the environment, see Element 2 – Housing, Element 3 – Environment, and Element 6 – Economic Development.

1.4.1 Citywide Land Use

In 2035, residents of Camas continue to appreciate their safe, diverse, and welcoming community. Those who were raised in Camas will return for family-wage jobs and to ultimately retire here. Camas maintains its small town character while accommodating future residents. Camas is well known for its excellent schools, thriving businesses, and ready access to metropolitan amenities and natural features. A vibrant downtown and community events bring neighbors together and are enjoyed by all.

Citywide Land Use Goal

LU-1: Maintain a land use pattern that respects the natural environment and existing uses while accommodating a mix of housing and employment opportunities to meet the City’s growth projections.

Citywide Land Use Policies

LU-1.1: Ensure the appropriate mix of commercial-, residential-, and industrial-zoned land to accommodate the City's share of the regional population and employment projections for the 20-year planning horizon.

LU-1.2: Coordinate with Clark County, the state, and special districts to identify future needs for essential public facilities such as airports, state education facilities, state and regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and regional parks.

LU-1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.

LU-1.4: Ensure that park and recreation opportunities are distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River.

LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.

LU-1.6: Ensure adequate public facilities (including roads, emergency services, utilities, and schools) exist to serve new development, and mitigate potential impacts to current residents.

LU-1.7: Ensure consistency with County-wide planning policies.

LU-1.8: Support and encourage the implementation of sustainable projects that capture, treat, and reuse rainwater for all new development and redevelopment.

LU-1.9: Continue to support the arts throughout the City by promoting opportunities for the arts and artists to contribute to new development.

1.4.2 Employment Land (Commercial, Industrial, and Business Park)

In 2035, the economy in Camas has grown to attract a variety of businesses that offer stable employment opportunities and family-wage jobs in the medical and high-tech fields. Camas is a gateway to nature and recreational opportunities, leading to a robust tourism industry. Professional office, medical, and industrial uses typify western Camas, with retail businesses supporting large campus firms. The North Shore area fulfills the employment and retail needs of a growing population on the northeast side and reduces trips outside the city. Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine, and gather.

Employment Land Goal

LU-2: Create a diversified economy and serve Camas residents and tourists by providing sufficient land throughout the City to support a variety of business types and employment opportunities.

Employment Land Policies

LU-2.1: Attract and encourage a balance of new commercial, light industrial, and knowledge-based business, medical, and high-tech uses, and the expansion of existing businesses to provide regional and local employment.

LU-2.2: Support village-style employment and retail development in the North Shore area to serve the growing population. Discourage strip developments.

LU-2.3: Encourage shopping local and support for Camas businesses.

LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.

LU-2.5: Ensure industrial development and other employment lands are compatible with adjacent neighborhoods through development and landscaping regulations and design review.

LU-2.6: Encourage the development of businesses that offer family-wage jobs and support the City's vision for attracting medical and high-tech industries.

LU-2.7: Protect employment land from conversion to residential uses in order to ensure an adequate supply of commercial and industrial land to meet 20-year employment projections.

LU-2.8: Ensure appropriately zoned land for the development of food retailers (grocery stores and farmers' markets) within a half-mile of residential areas.

1.4.3 Neighborhoods

In 2035, Camas is a well-planned and connected City where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. Historic structures are maintained and rehabilitated to accommodate new homes and businesses. There is a wide variety and range of housing for all ages and income levels.

Neighborhood Goal

LU-3: Create vibrant, stable, and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and the range of affordability.

Neighborhood Policies

LU-3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.

LU-3.2: Develop areas appropriate for senior housing, considering proximity to services and transportation options.

LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.

LU-3.4: Camas residents are protective of the small-town ambiance and family-friendliness of the community. Discourage exclusive neighborhoods, privacy walls, and gated communities.

LU-3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.

LU-3.6: Improve food access in residential areas that are farther than a half-mile from healthy food stores (grocery store or farmers' markets).

1.4.4 Natural Environment

In 2035, Camas appreciates and remains good stewards of its natural environment. A vegetated corridor provides habitat and safe passage for wildlife from Green Mountain to the Columbia River. Lacamas Lake is treasured as a unique and pristine resource.

Natural Environment Goal

LU-4: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.

Natural Environment Policies

LU-4.1: Maintain development regulations that encourage the preservation of trees and natural areas, including the use of density bonuses to protect sensitive areas and encourage tree replacement.

LU-4.2: Support the purchase by the City, or the dedication and preservation by private owners, of open space and encourage careful consideration and integration of the natural environment in any planning activity to perpetuate the park-like setting of Camas.

LU-4.3: Encourage regional trail connectivity and increased access throughout the City to support multi-modal transportation and physical activity.

LU-4.4: Development on the edges of the City adjacent to unincorporated land in agricultural use or in a forested or natural state should consider those adjacent uses and, where appropriate, provide buffers.

1.4.5 Residential Mixed-Use Areas

In 2015, mixed-use (MX) zoning in the City includes approximately 10 acres south of NE Third Avenue in the Louis Block Park Neighborhood. This area is dominated by small lots with an aging, single-family housing stock and future redevelopment is anticipated. The strengths of the area include its proximity to the historic downtown, regional trail connections, a large anchor grocery store, and the natural areas to the south and east.

Future conversion of commercial or industrial areas to MX should consider the benefits to the community, such as providing a gathering place (e.g., pocket park), housing options for a variety of income levels, and job opportunities.

Residential Mixed-Use Goal

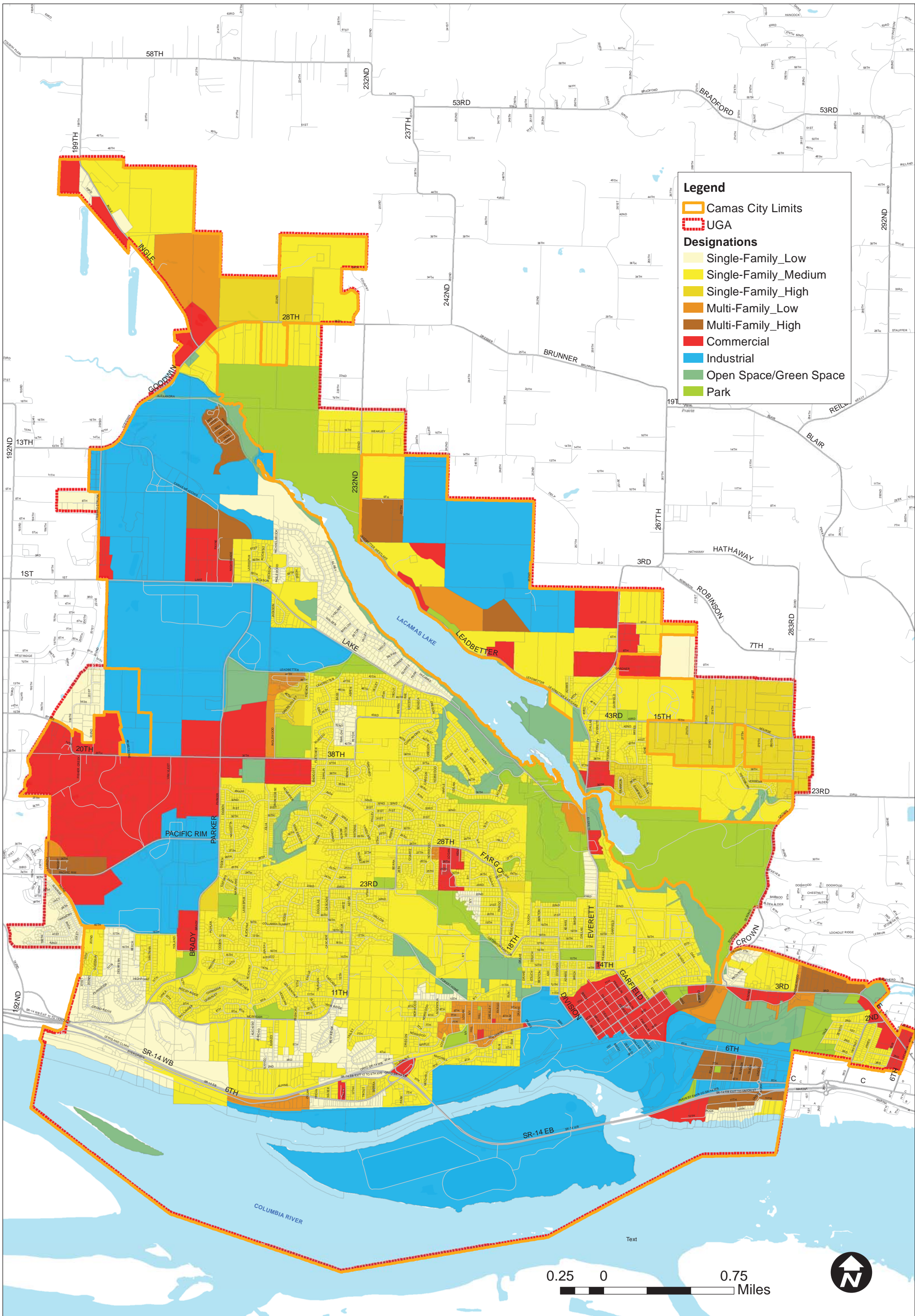
LU-5: To foster economically and socially diverse mixed neighborhoods as the foundation for a healthy city, which includes meeting the multi-modal transportation, housing, employment, education, recreation, and health needs of the citizens.

Residential Mixed-Use Policies

LU-5.1: Mixed-use developments should be unique to the area in which they are located and encourage small business development, a mix of housing types to ensure affordability, and pedestrian and transit connections, and designed to be sensitive to the natural environment.

LU-5.2: Ensure that the development of mixed-use areas is oriented to the public street and is scaled and designed to be compatible with surrounding land uses.

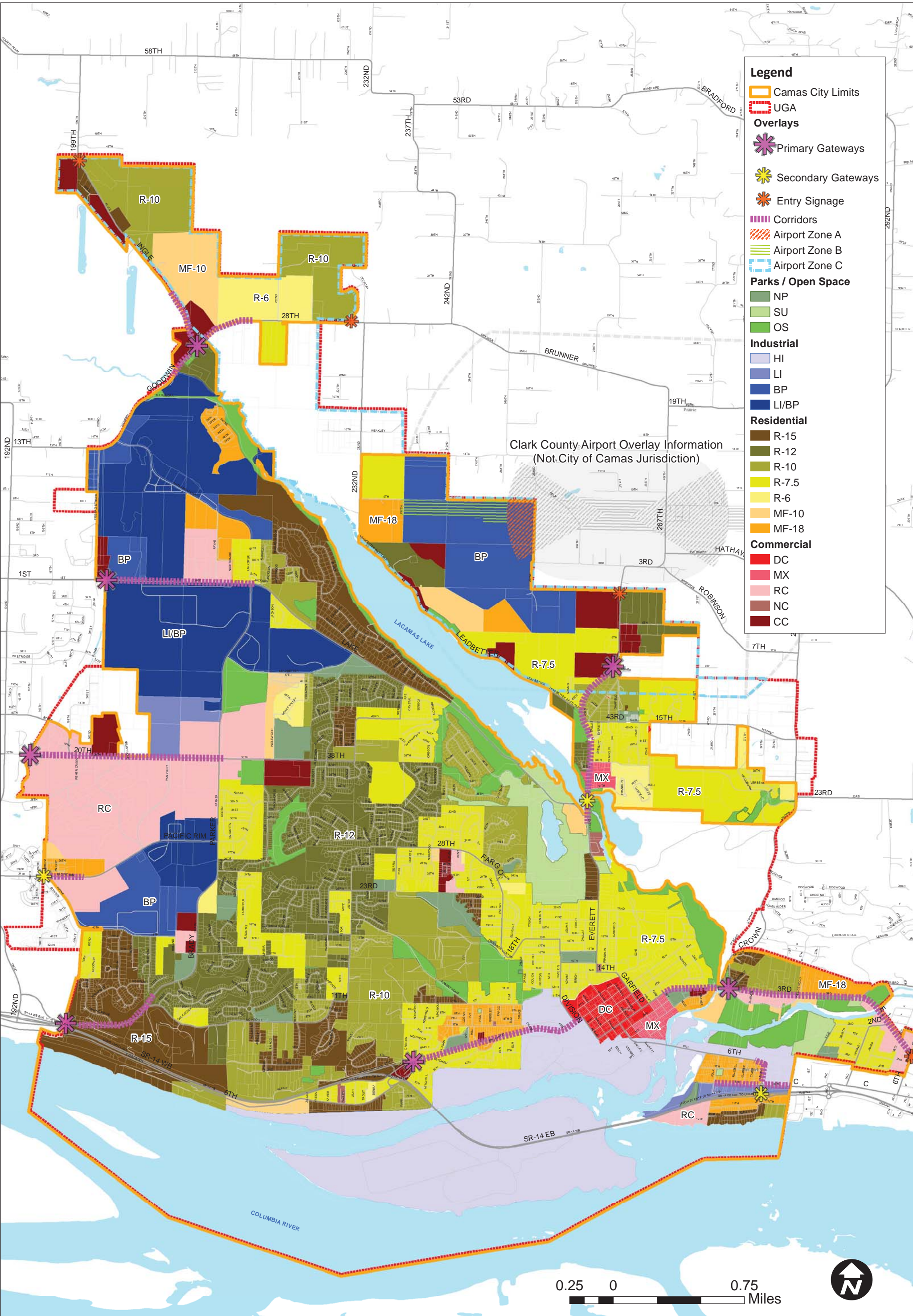
LU-5.3: Densities in new mixed-use areas should not exceed the maximum densities allowed in multi-family zones.



CAMAS COMPREHENSIVE PLAN MAP

CAMAS, WA | Ordinance 16-010 Adopted June 2016





Clark County Airport Overlay Information
(Not City of Camas Jurisdiction)

- Legend**
- Camas City Limits
 - UGA
- Overlays**
- ✳ Primary Gateways
 - ✳ Secondary Gateways
 - ✳ Entry Signage
 - Corridors
 - Airport Zone A
 - Airport Zone B
 - Airport Zone C
- Parks / Open Space**
- NP
 - SU
 - OS
- Industrial**
- HI
 - LI
 - BP
 - LI/BP
- Residential**
- R-15
 - R-12
 - R-10
 - R-7.5
 - R-6
 - MF-10
 - MF-18
- Commercial**
- DC
 - MX
 - RC
 - NC
 - CC

CAMAS ZONING MAP
CAMAS, WA | Ordinance 16-010 Adopted June 2016



Housing

The Housing Element further identifies goals and policies to address the types and scales of the housing needed for the projected population.



2 HOUSING

2.1 Vision

In the year 2035, residents of Camas continue to appreciate their safe, diverse, and welcoming community. Those raised in Camas will return for family-wage jobs and to ultimately retire here. Camas is a well-planned and connected city where residents enjoy pedestrian and bicycle paths between neighborhoods and to downtown. There is a wide variety and range of housing for all ages and income levels.

2.2 Organization of Housing Element

- Housing Overview
 - Housing Needs
 - Housing Diversity and Supply
- Goals and Policies by Housing Category
 - Citywide Housing
 - Affordable Housing
 - Senior and Special Needs Housing

2.3 Housing Overview

Camas provides a full range of housing opportunities to meet the needs of the people who call the City home. Neighborhoods are strong, and residents participate in community events and care about the livability and quality of life of their community. Housing in Camas ranges from residential estates on acreage to higher density apartments and a variety of single and multi-family housing types. While new development in Green Mountain and North Shore will add nearly 2,500 lots to the City and include a mix of housing types, additional housing is needed to support the growing population of seniors and those whose household incomes fall below the median.

According to the GMA, the housing goal is to “[e]ncourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” To accomplish this goal at the local level, Camas should pursue opportunities to increase the supply and diversity of housing by converting existing houses, increasing the number of accessory dwelling units (ADU) (a.k.a., in-law apartments), and providing incentives for the development of a wider range of housing sizes and types (e.g., single-story, multi-story, and cottage).

Regional cooperation is essential to assure adequate housing opportunities. Camas participates with the Vancouver Housing Authority, a local intergovernmental non-profit housing agency, to promote low- and moderate-income housing throughout the City.

“Neighborhoods are strong, and residents participate in community events and care about the livability and quality of life of their community.”

2.3.1 Housing Needs

As stated in the Land Use Element, GMA requires jurisdictions to accommodate their shares of the region’s projected growth. In 2035, the City is expected to have a population of 34,098 people, an 11,255-person increase from the 2015 population of 22,843. In order to accommodate this projected increase, the City will need approximately 3,868 new housing units. Furthermore, in order to maintain the overall City density of six dwelling units per acre, approximately 645 acres are needed to support a variety of housing typologies and styles. The goals and policies in section 2.4, as well as the goals and policies included in the Land Use Element, are established to ensure the City can accommodate the population increase and provide housing for all economic segments of the community.

2.3.2 Housing Diversity and Supply

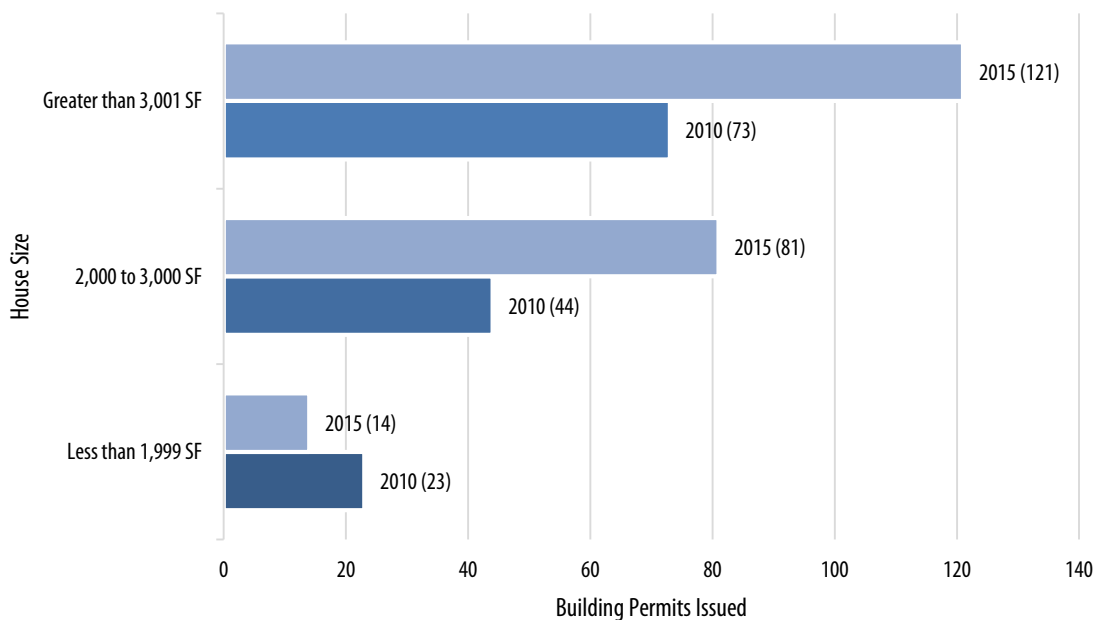
As Camas continues to grow as a regional economic and employment center, the demand for housing in and around the City will grow. While the Land Use Element establishes land use designations that support a variety of housing densities to accommodate the City's projected population increase, the Housing Element further identifies goals and policies to address the types and scales of the housing needed for the projected population.

The City addresses housing diversity and supply by promoting the innovative use of residentially and commercially designated land through development regulations such as the ordinances governing planned residential development (PRD) and mixed-use, as well as by encouraging in-fill development where appropriate.

The PRD and mixed-use ordinances provide developers with greater flexibility than traditional subdivision ordinances and allow variations in site design and density. While these optional development types are intended to foster more creative communities that exceed minimum standards, they must provide a clear benefit to the City. Encouraging in-fill developments within existing neighborhoods, such as ADUs, can expand housing diversity and affordability.

Figure 2-1 below identifies single-family housing trends in the City in 2010 and 2015 based on building permits issued. Construction of homes over 3,000 square feet was greater in 2015 than 2010 while construction of homes under 2,000 square feet declined in 2015 compared to 2010. Section 2.4 includes goals and policies to address the need for a variety of housing types and sizes throughout the City.

Figure 2-1. Housing Trends



Housing Affordability

A major challenge facing all cities is to provide housing for all economic segments of the population. GMA's housing goal affirms the City's responsibilities to encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

The federal Department of Housing and Urban Development (HUD), which provides grant and technical assistance for community projects, uses a standard formula for housing affordability. The formula for affordability assumes that no more than 30 percent of monthly household income is spent on rent or a mortgage. Therefore, a major factor that determines affordability is income. In 2013, the median household income in Clark County was \$57,341,

while in Camas, it was \$81,897.¹ This number represents the midpoint of all household incomes, where half is above the midpoint and the other half is below.

Table 2-1 below represents the affordable monthly housing costs for households with incomes ranging from 30 percent to 100 percent of the median household incomes for Clark County and Camas. If, for example, in Camas the household income is half (50 percent) of the median, the affordable monthly housing cost (30 percent of monthly income) would be \$1,024.

Table 2-1. Monthly Affordable Housing Costs

Annual Household Income		Monthly Affordable Housing Costs ¹	
Clark County	Camas	Clark County	Camas
\$17,202 (30% of MHI)	\$24,569 (30% of MHI)	\$430	\$614
\$28,671 (50% of MHI)	\$40,949 (50% of MHI)	\$717	\$1,024
\$45,873 (80% of MHI)	\$65,518 (80% of MHI)	\$1,147	\$1,638
\$57,341 (100% of MHI)	\$81,897 (100% of MHI)	\$1,434	\$2,047
Washington Minimum Wage (2015)			
\$19,697		\$492	
Note: Median Household Income (MHI) for Clark County = \$57,341; for Camas = \$81,897.			
¹ 30% of monthly income, inclusive of utilities and taxes and insurance for ownership housing.			

In Washington, the fair market rent for a two-bedroom apartment is \$1,128.² In order to afford this level of rent and utilities – without paying more than 30 percent (affordable cost) of income – a household must earn \$3,760 monthly or \$45,119 annually. Assuming a 40-hour work week, 52 weeks per year, this translates to an hourly wage of \$21.69 per hour. In 2015, the minimum wage in Washington is \$9.47 an hour, less than half the wage required to afford the fair market rent for a two-bedroom apartment.

As illustrated in Table 2-1, there is a discrepancy between annual income and the cost of housing which exceeds the affordable thresholds. During the course of the public forums for this comprehensive plan update, citizens expressed concern that residents at both ends of the life spectrum – young professionals returning from college and retiring seniors – do not have affordable housing options. The Housing Element responds to these concerns with goals and policies for the development of housing that meets the needs of the full spectrum of income levels in the City.

There are a number of factors that contribute to the cost of housing: the availability and cost of the land, the cost of the necessary infrastructure, the topography of the site, and the cost of building (including fees and permits). Additional factors that command a higher price of housing include the reputation of the Camas School District as one of the best districts in the region. For example, the Camas High School graduation rate in 2014 was 93 percent compared to 76 percent statewide, and the school was ranked 23 of 458 high schools in the state by US News & World Report (2015).

Because of the difficulty of creating affordable housing, it is important to maintain affordability for as long as possible in existing affordable housing and new housing built with public funding. Through various options such as flexible lot sizes, development agreements, and covenants, assurances can be made that housing will remain affordable and will target affordability for the life of the development or the zoning of the property. Additionally, all new housing developments of significant size should create a balance of housing types and densities in order to increase affordable housing throughout the community.

¹ U.S. Census Bureau, American Community Survey (ACS) 3-year estimate (2011–2013).

² National Low Income Housing Coalition, “Out of Reach 2015”

Senior and Special Needs Housing

According to the U.S. Census Bureau, “[b]y 2030, one in every five people living in the US will be over the age of 65. This aging of America is fueled by 72 million baby boomers aging through the life cycle in combination with a profound increase in longevity. Average life expectancy doubled from the mid-thirties in the 19th century to age 78 today [2015].”

In general, special needs populations include people who might require some assistance in their day-to-day living, such as people who are physically or mentally disabled, victims of domestic violence, and at-risk youth. The City encourages efforts to provide for those needs and to require a percentage of new housing developments to include universal design accommodations. Special needs housing should be integrated into Camas neighborhoods and have easy access to public transportation, shopping, medical facilities, and other essentials.

2.4 Goals and Policies

Housing goals and policies are established to ensure adequate housing is developed throughout the City to support residents of all ages and income levels. Goals and policies are presented for three housing categories:

- Citywide – establishes a broad housing goal and sets policies to be considered throughout the City
- Affordable Housing – focuses on the development of affordable housing
- Special Needs and Senior Housing – establishes goals and policies to address the particular needs of residents with special needs and seniors

2.4.1 Citywide Housing

Citywide Housing Goal

H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.

Citywide Housing Policies

H-1.1: Provide a range of housing options to support all ages and income levels.

H-1.2: Support residential development that minimizes both impervious areas and minimizes site grading to retain the natural contours of the land. Low impact development (LID) strategies include conserving native vegetation in tracts and considering narrower streets, stormwater gardens, and other landscape practices that store and filter runoff.

H-1.3: Encourage use of the optional development codes (e.g., PRD, MXPD) in order to create a variety of housing types within new developments.

H-1.4: Require a percentage of newly created lots to include one or more of the following unit types (to be designated on the face of the plat):

- Single-story dwellings
- Barrier-free dwellings (consistent with Americans with Disabilities Act [ADA] guidelines)
- ADUs, to be constructed concurrent with primary dwellings

H-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.

H-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

H-1.7: Require all new housing developments to provide a range of housing types and sizes that are evaluated through the land use approval process and stipulated on the final plat.

2.4.2 Affordable Housing

Affordable Housing Goal

H-2: Create a diversified housing stock that meets the needs of all economic segments of the community through new developments, preservation, and collaborative partnerships.

Affordable Housing Policies

H-2.1: Support and encourage a wide variety of housing types throughout the City to provide choice, diversity, and affordability and promote homeownership.

H-2.2: Provide incentives and bonuses to encourage the development of affordable housing.

H-2.3: Any comprehensive plan designation change that increases residential capacity should require a quarter (25 percent) of the new units to be affordable to households earning 50 to 80 percent of Camas' MHI at the time of development.

H-2.4: All affordable housing created in the City should remain affordable for the longest possible term, whether created with public funds, through development agreements, or by regulation.

H-2.5: Participate in collaborative partnerships with various local and regional public and non-profit housing groups to ensure that affordable housing is provided throughout the City.

H-2.6: Provide financial assistance through collaborative partnerships to qualifying low-income residents to maintain or repair the health and safety features of their homes.

H-2.7: Conduct an affordable housing study in order to determine the number of existing affordable units and assess the need for additional units. Develop policies to implement recommendations of the affordable housing study.

2.4.3 Senior and Special Needs Housing

Senior and Special Needs Housing Goal

H-3: Encourage and support a variety of housing opportunities for those with special needs, particularly those with challenges relating to age, health, or disability.

Senior and Special Needs Housing Policies

H-3.1: Encourage special needs and senior housing to be dispersed throughout the community and close to public transportation, shopping, medical clinics, and other essential services.

H-3.2: Encourage and support social and health service organizations that offer programs and facilities to help persons with special needs remain in the community.

H-3.3: Treat residential structures occupied by persons with disabilities the same as residential structures occupied by a family or by non-disabled unrelated individuals.

H-3.4: Support and encourage the development of smaller (less than 1,000-square foot), single-story houses through the Multi-Family Cottage Overlay or other tools.

Natural Environment

The Natural Environment Element provides a policy framework for the protection and improvement of Camas' natural environment, an important element for the development of a sustainable city.



3 NATURAL ENVIRONMENT

3.1 Vision

In 2035, Camas appreciates and remains good stewards of its natural environment. A vegetated corridor provides habitat and safe passage for wildlife from Green Mountain to the Columbia River. Lacamas Lake is treasured as a unique and pristine resource. City policies preserve trees and natural areas.

3.2 Organization of Natural Environment Element

- Natural Environment Overview
- Goals and Policies
 - Environmental Stewardship
 - Critical Areas
 - Shorelines
 - Landscape Enhancement and Tree Preservation

3.3 Natural Environment Overview

The quality of life in the Pacific Northwest is often equated with the quality of the environment. Preserving the quality of the environment depends on individual, corporate, and government decisions, and on actions that are coordinated to minimize adverse environmental impacts.

The Natural Environment Element provides a policy framework for the protection and improvement of Camas' natural environment, an important element in the development of a sustainable city.

The City of Camas is committed to the concept of a sustainable urban environment and weighs the merits and costs of its environmental actions with other important demands such as public safety and recreation, public infrastructure, housing, and economic development.

The City has adopted a number of plans and development regulations to balance environmental regulations and public safety with economic development. These plans and regulations include:

- Camas Shoreline Master Program (July 27, 2015, Ord. 15-007)
- 2014 Parks, Recreation, and Open Space Comprehensive Plan (January 5, 2015, Ord. 15-002)
- Landscape Ordinance (CMC, Chapter 18.13) (Ord. 2515)
- Sensitive Areas and Open Space Ordinance (CMC, Chapter 18.31) (2008, Ord. 2515; amended in 2011, Ord. 2612)
- Title 16, Environment, Camas Municipal Code (2015, Ord. 15-007)
- LID policies in *Camas Stormwater Design Standards Manual* (Res. 1193, update in progress)

3.4 Goals and Policies

These goals and policies are established to ensure the preservation of the natural environment, consistent with the Camas 2035 Vision. Goals and policies are presented for environmental stewardship, critical areas (wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, fish and wildlife habitat conservation areas, and historic and cultural resources), shorelines, and landscape enhancement and tree preservation.

3.4.1 Environmental Stewardship

One of the most demanding roles the City of Camas must fulfill is that of chief steward of the city's environment. The City has the authority to regulate land use and the responsibility to implement federal and state statutes. Therefore, the City must endeavor at all times to ensure that its environment is managed wisely. The City encourages the preservation, restoration, and improvement of the natural environment in all development.

Environmental Stewardship Goal

NE-1: To preserve Camas' natural environment by developing a sustainable urban environment and protecting habitat and vegetation corridors.

Environmental Stewardship Policies

NE-1.1: Consider the immediate and long-term environmental impacts of policy and regulatory decisions.

NE-1.2: Supply quality services to the community while ensuring resource conservation and ensure an environmentally safe workplace for City employees.

NE-1.3: Prepare, plan, and provide ongoing training for those responding to adverse environmental events.

NE-1.4: Establish citywide multi-modal connectivity to encourage non-motorized transportation in order to protect the City's air quality.

NE-1.5: Protect, conserve, and manage existing natural resources and valuable historic and cultural areas in order to ensure their long-term preservation.

NE-1.6: Encourage the preservation of the night sky through dark sky standards in development regulations and design guidelines.

NE-1.7: Limit clearing, grading, and soil disturbance outside building footprints in order to maintain the natural hydrologic functions of a site.

NE-1.8: Encourage the development of grading regulations that preserve the natural contours of undeveloped properties, natural vistas, and mature vegetated corridors.

3.4.2 Critical Areas

The critical areas goal and policies are intended to protect critical areas as identified by GMA. Camas' natural environment is composed of a variety of landforms, soils, watercourses, and vegetation. Protection and, where appropriate, restoration of these critical areas will ensure the preservation of Camas' natural environment and contribute to Camas' quality of life. Development on property that contains critical areas must comply with the goal and policies listed below, as well as the development regulations contained in CMC Title 16.

Critical Area Goal

NE-2: To preserve, maintain, and restore the City's critical areas to protect their function and values.

Critical Area Policies

NE-2.1: Use best management practices and best available science to preserve, protect, and, to the extent practicable, restore the biological health and diversity of Camas' critical areas.

NE-2.2: Preserve, and when appropriate, restore, aquatic and riparian habitats consistent with applicable regulations.

NE-2.3: Conserve and protect groundwater resources.

NE-2.4: Regulate land use and development so as to protect natural topographic, geologic, vegetative, and hydrologic features.

NE-2.5: Promote soil stability through the use of the natural drainage systems and protection of existing native vegetation.

NE-2.6: Minimize and control soil erosion during and after construction by using best management practices, best available science, and ecologically sustainable site design.

NE-2.7: Preserve and avoid areas with endangered, threatened, and sensitive species and species of local importance as required by local, state, and federal laws.

NE-2.8: Ensure that development throughout the City meets or exceeds standards and practices for long-term wetland protection and mitigation.

3.4.3 Shorelines

The 2003 Washington State Legislature enacted a law (Substitute Senate Bill 6012) requiring Washington cities and counties to amend their shoreline management programs by December 2011. In 2009, Camas, Battle Ground, Vancouver, Washougal, Ridgefield, La Center, Yacolt, and Clark County established the Clark County Coalition to update the shoreline inventory and encourage public participation in the updates of their shoreline management programs. The update of the Camas program involved monthly public outreach, regional open houses, and

Planning Commission and City Council sessions. The City also created an ad hoc committee to examine the proposed amendments and ensure that the locally significant policies remained intact.

The Camas Shoreline Master Program was amended in 2012 with Ordinance 2643 and Resolution 1250. A limited amendment to the wetland regulations was adopted in July 2015 with Ordinance 15-007.

Shoreline Goals (as provided in the Camas Shoreline Master Program)

SMP-3.1: To guide the future development of shorelines in the City in a positive, effective, and equitable manner consistent with the Shoreline Management Act.

SMP-3.2: To promote the public health, safety, and general welfare of the community by providing long-range, comprehensive policies and effective, reasonable regulations for development and use of the City's shorelines.

SMP-3.3: To ensure, at minimum, no net loss of shoreline ecological functions and processes and to plan for restoring shorelines that have been impaired or degraded.

3.4.4 Landscape Enhancement and Tree Preservation

The natural landscape and existing tree cover are important aspects of Camas' natural environment. Native, mature landscaping and trees contribute to the City's ecological health, supply valuable animal habitat, and enhance the community's natural beauty.

Landscape Enhancement and Tree Preservation Goal

NE 4: To protect Camas' native landscape and mature tree cover.

Landscape Enhancement and Tree Preservation Policies

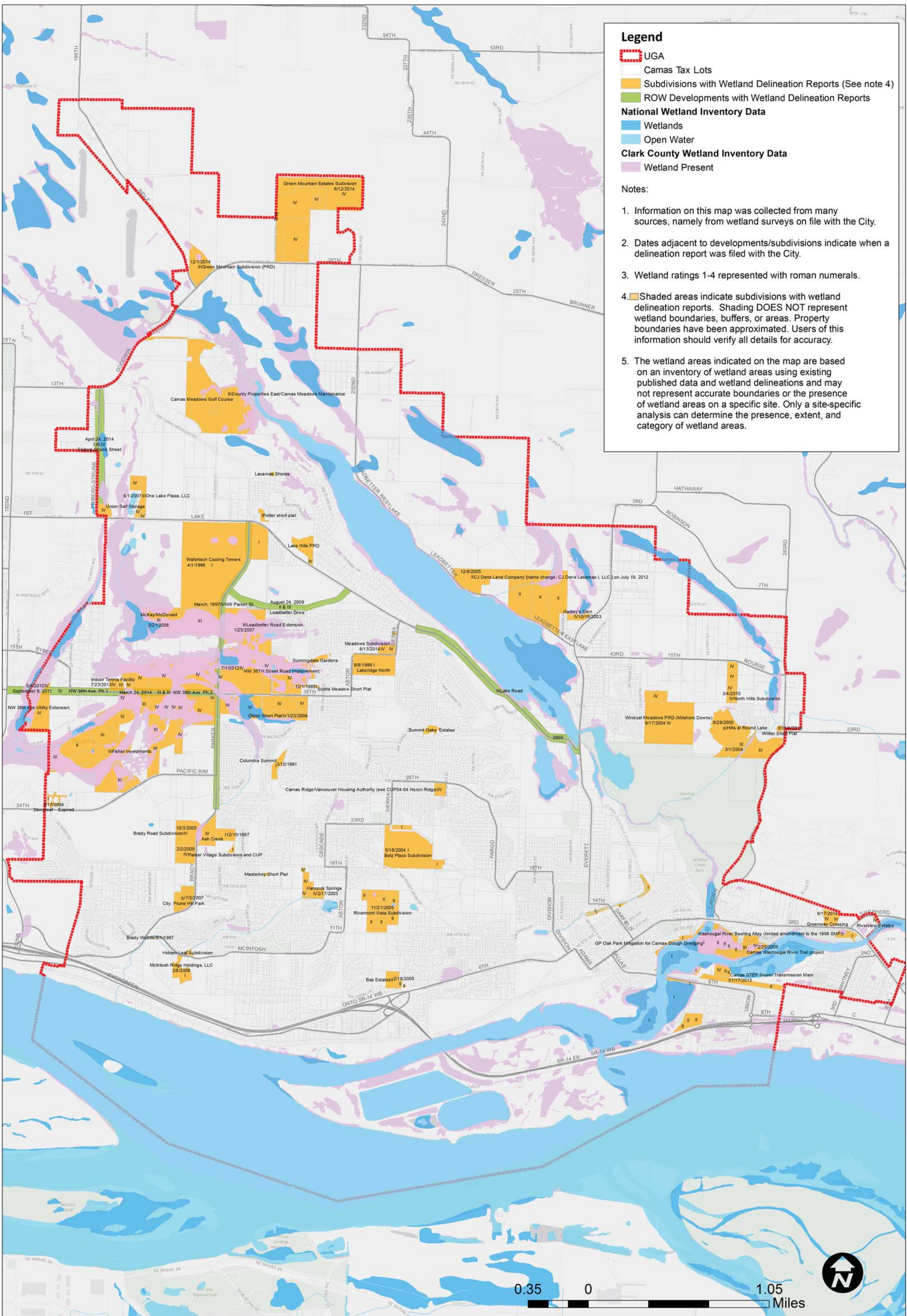
NE-4.1: Encourage the use of native plants in residential, commercial, and industrial landscapes in order to increase the implementation of low-impact site design.

NE-4.2: Prioritize management to eradicate aggressive non-native vegetation species.

NE-4.3: Analyze the tree canopy citywide and create a plan to encourage retention of significant tree cover.

NE-4.4: Develop a program to compensate for the loss of tree canopy coverage, when retention of mature trees within development sites is impractical.

NE-4.5: Develop a program of community education regarding healthy tree management and support the management of urban forest areas.



Legend

- UGA
- Camas Tax Lots
- Subdivisions with Wetland Delineation Reports (See note 4)
- ROW Developments with Wetland Delineation Reports
- National Wetland Inventory Data**
- Wetlands
- Open Water
- Clark County Wetland Inventory Data**
- Wetland Present

Notes:

1. Information on this map was collected from many sources, namely from wetland surveys on file with the City.
2. Dates adjacent to developments/subdivisions indicate when a delineation report was filed with the City.
3. Wetland ratings 1-4 represented with roman numerals.
4. Shaded areas indicate subdivisions with wetland delineation reports. Shading DOES NOT represent wetland boundaries, buffers, or areas. Property boundaries have been approximated. Users of this information should verify all details for accuracy.
5. The wetland areas indicated on the map are based on an inventory of wetland areas using existing published data and wetland delineations and may not represent accurate boundaries or the presence of wetland areas on a specific site. Only a site-specific analysis can determine the presence, extent, and category of wetland areas.

CAMAS WETLANDS MAP
 Camas, WA. | Ordinance 16-010 Adopted June 2016



Transportation

The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders and motorists. The Transportation Element must balance the needs of all users.



4 TRANSPORTATION

4.1 Vision

In 2035, residents of Camas continue to appreciate their safe, diverse, and welcoming community as a livable place for people of all ages. Quality public facilities, services, and utilities contribute to their high quality of life.

4.2 Organization of Transportation Element

- Transportation Overview
- Transportation Goals and Policies
 - Streets
 - Walking, Bicycling, and ADA Mobility
 - Local and Regional Transit
 - Design and Low-Impact Development
 - Safety and Traffic Calming
- Transportation Demand Management
- Concurrency and Level of Service
- Transportation Revenue
 - Multi-Year Financing Plan

4.3 Transportation Overview

The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders, and motorists. The Transportation Element must balance the needs of all users.

The basic roadway system providing circulation to and from Camas is the federal and state highway system – Interstate 5, Interstate 205, State Route 14 (SR), and SR 500. The interstates link Camas and surrounding areas to Portland to the south as well as Olympia and Seattle to the north. SR 14 is the major east-west connection from Camas to I-205 and I-5. SR 500 provides access to the northern parts of the county. The City coordinates with C-TRAN, the area’s public transit provider, for transit stops and access.

The City recognizes the importance of coordinated and strong inter-jurisdictional action because transportation impacts do not stop at local boundaries. Amidst increasing congestion and limits on public resources, inter-jurisdictional coordination is necessary if the region is to achieve the land use and transportation vision contained in the Clark County *Countywide Planning Policies*. The City is a member of the Regional Transportation Council (RTC) and uses a regional model to project future trips based on proposed land use designations and projected population. This practice resulted in establishing the transportation elements needed to meet the level of service (LOS) standards throughout the City.

Transportation planning and operation priorities are found within the following documents, which are intended to support the goals and policies in this comprehensive plan update.

- *Design Standards Manual* (annual updates): This manual contains engineering design standards for the construction of roads, erosion control, grading, storm, sewer, water, and landscaping in the right-of-way.
- City of Camas Six Year Street Plan (annual updates): This list of street projects is organized in priority order.
- Traffic Impact Fee (TIF) Update (May 2012): The update identifies the areas impacted by projected growth and determines the transportation facility improvements needed to accommodate it.

4.4 Goals and Policies

4.4.1 Streets

Street Goal

T-1: Streets will function for all users including bicyclists, pedestrians, transit users, and motorists.

Street Policies

T-1.1: Maintain the livability of Camas through proper location and design of transportation facilities, consistent with the Camas Transportation Plan map and 6-year street plan (Appendix C).

T-1.2: Support the need for regular street maintenance, safety and efficiency improvements, and access management measures.

T-1.3: Construct streets that are interconnected and avoid long cul-de-sacs or dead ends. Block lengths should be less than 1,000 feet.

T-1.4: Maintain the transportation system at a level that preserves user safety, facility aesthetics, and the overall integrity of the system.

T-1.5: Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, and multi-modal safety.

T-1.6: Minimize access to new development and redevelopment along the City's arterials, and consolidate access points when spacing is insufficient.

T-1.7: Include enhanced roadway features such as roundabouts, decorative lighting, and landscaping for gateways.

4.4.2 Walking, Bicycling, and ADA Mobility

Walking, Bicycling, and ADA Mobility Goal

T-2: The needs of bicyclists, pedestrians, transit users, and accessibility (ADA-compliant) will be considered in all street improvements and will be integrated in all collector and arterial roadway projects, including regular safe street crossings.

Walking, Bicycling, and ADA Mobility Policies

T.2.1: Enhance travel choices and provide pedestrian and bicycle routes designed especially for them, not simply along routes designed for cars. Route planning should seek shortcuts and other opportunities that give walking or biking advantages over the automobile.

T.2.2: Support opportunities to increase participation of school-age children in walking or biking to school to improve their health and reduce traffic congestion.

T-2.3: Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets. Existing dead-end streets should be retrofitted to provide bicycle and pedestrian linkages as practicable.

T-2.4: Recognize and support Complete Street³ implementation in all new and retrofit development to better the health of the community.

T-2.5: Coordinate with schools and the community to designate safe pedestrian and bicycle routes between residential areas, schools, and public facilities.

T-2.6: Increase wayfinding signage for outdoor destinations throughout the City.

T-2.7: Support enhanced pedestrian improvements in the downtown and other economic development areas.

³ Complete Streets are designed to provide safe access for all users (pedestrians, bicyclists, motorists, and transit riders of all ages and abilities).

4.4.3 Local and Regional Transit

Local and Regional Transit Goal

T-3: Regional transit will provide safe, efficient, and dependable service to our community.

Local and Regional Transit Policies

T-3.1: Coordinate with local municipalities, the Washington State Department of Transportation, adjacent counties, and C-TRAN to ensure that minimum roadway and multi-modal design standards are consistent.

T-3.2: Continue to advocate for quality regional transit services and an increase to service availability.

4.4.4 Design and Low-Impact Development

Design and Low-Impact Development Goal

T-4: The transportation system will be designed to support community character and environmental policies.

Design and Low-Impact Development Policies

T-4.1: Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, robust landscaping, and safety for pedestrians and bicyclists.

T-4.2: Minimize cut and fill in roadway design and minimize restructuring the natural contours of the land.

T-4.3: Encourage the inclusion of LID design features (e.g., rain gardens, grass pavers, pervious pavement) in the design of private driveways, parking lots, and other road surfaces.

T-4.4: Continue implementing new strategies such as LED lights as a standard for new development and replacing existing inventory.

4.4.5 Safety and Traffic Calming

Safety and Traffic Calming Goal

T-5: Design and construct safe transportation facilities that meet applicable requirements.

Safety and Traffic Calming Policies

T-5.1: Encourage traffic safety through education, enforcement, and engineering.

T-5.2: Ensure that adequate access for emergency services vehicles is provided throughout the City.

T-5.3: Provide design standards that encourage appropriate traffic volumes, speeds, and pedestrian safety.

T-5.4: Incorporate safe pedestrian and bicycle routes between residential areas, schools, and public facilities in development.

T-5.5: Require new developments to implement design standards using the Neighborhood Traffic Management Plan.

T-5.6: Identify high accident areas, and implement specific measures to reduce their occurrence.

4.4.6 Transportation Demand Management

The City studies corridor and traffic impact fees to plan transportation management that keeps pace with growth projections. Growth assumptions are based on the RTC travel demand model. The demand management projects are included in the annual update of the City's list of capital improvement projects.

Transportation Demand Management Goal

T-6: Transportation planning will achieve the efficient use of transportation infrastructure, increase its person-carrying capacity, and accommodate and facilitate future growth consistent with land use objectives.

Transportation Demand Management Policies

T-6.1: Require large employers to implement a commute trip reduction program for employees, as mandated by the state's Commute Trip Reduction law.

T-6.2: Develop Complete Street design that is supportive of the use of alternative modes of travel and adopt engineering design standards consistent with these goals.

T-6.3: Support intergovernmental development review.

T-6.4: Support RTC with funding and staff participation to the extent possible.

4.4.7 Concurrency and Level of Service

Concurrency and Level of Service Goal

T-7: The City will maintain the adopted LOS standards for all arterials, transit routes, and highways.

Concurrency and Level of Service Policies

T-7.1: Encourage growth in areas with existing or planned infrastructure capacity.

T-7.2: Require new development to demonstrate that adequate person trips are available, or that multi-modal improvements to the transportation system are made to accommodate the impacts concurrent with the development.

T-7.3: Utilize traffic impact fee studies, development traffic impact analyses, and corridor studies to identify deficiencies and plan improvements to maintain or improve level-of-service standards.

T-7.4: The City strives to maintain a LOS standard during peak hours as follows. The following table is based on the most current *Highway Capacity Manual* (HCM) of the Washington State Department of Transportation.

Table 4-1. Transportation Level of Service

Level of Service	A/B	C	D	E
Intersections	N/A	Local Access	Collectors and Arterials	State Highways of Non-Significance
Roundabouts	N/A	Local Access	Collectors and Arterials	State Highways of Non-Significance

Table 4-2. Volume to Capacity Ratio

Volume to Capacity Ratio	0.85	0.9
Roundabouts	Local Access and Collectors	Arterials and State Highways of Non-Significance
Roadways Based on Average Speed	Collectors and Arterials	State Highways of Non-Significance

T-7.5: Take the following actions (not in priority order) if probable funding falls short of meeting identified needs:

- Delay development until programs, facilities, or services can be funded;
- Obtain needed revenue or revise the transportation plan to reflect known financial resources.
- As a last choice, change the transportation LOS standard.

4.4.8 Transportation Revenue

The City's transportation budget provides for capital improvements and the operation, maintenance, and preservation of the street system. The City also must plan for that portion of the improvements that is not funded by state or federal grants or loans and developer contributions. The budgeting decisions must include an analysis of the benefits and costs for priority areas.

Transportation Revenue Goal

TR-8: Maximize the use of state and federal funds for transportation capital, operating, service, and demand improvements.

Transportation Revenue Policies

T-8.1: Maintain a capital improvement plan that identifies construction and improvement priorities and funding.

T-8.2: Ensure that the transportation impact fee program responds to land use changes, so that connectivity occurs and new development pays its proportionate share of needed capacity.

T-8.3: Support the Pavement Management System to ensure cost-effective maintenance of transportation facilities and efficient use of public funds.

T-8.4: Develop equitable transportation impact fees by which land developers are assessed fair-share contributions for any transportation improvements.

T-8.5: Direct transportation funding primarily toward multi-modal improvements that will enhance safety and circulation within and between infill areas, schools, and employment centers within City limits.

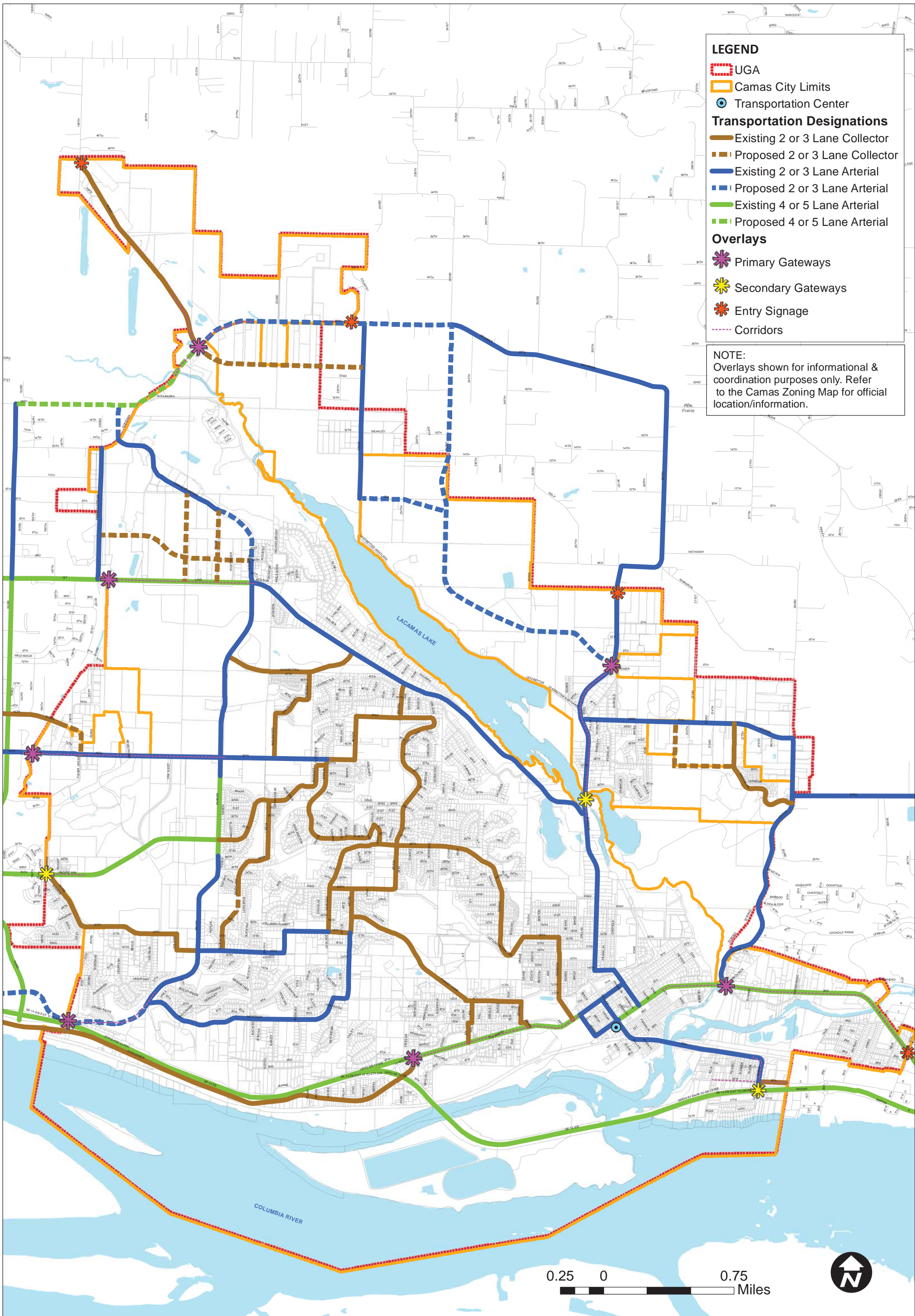
T-8.6: Focus transportation projects in economic development areas to act as catalysts for job growth.

Multi-Year Financing Plan

In previous years, the City relied heavily on Public Works Trust Fund loans, which are not currently available. The financing of capital transportation projects is prioritized along with the list of projects in the capital improvement plan, which is projected as a long-range plan for funding. The current capital improvement plan comprises Appendix D.

Revenues for roadway-related activities come from the following sources:

- General County revenue (e.g., property tax),
- Impact fees, and
- Distribution from state and federal sources (e.g., state gas tax allocations).



LEGEND

- UGA
- Camas City Limits
- Transportation Center
- Transportation Designations**
- Existing 2 or 3 Lane Collector
- Proposed 2 or 3 Lane Collector
- Existing 2 or 3 Lane Arterial
- Proposed 2 or 3 Lane Arterial
- Existing 4 or 5 Lane Arterial
- Proposed 4 or 5 Lane Arterial
- Overlays**
- Primary Gateways
- Secondary Gateways
- Entry Signage
- Corridors

NOTE:
Overlays shown for informational & coordination purposes only. Refer to the Camas Zoning Map for official location/information.

CAMAS TRANSPORTATION COMPREHENSIVE PLAN MAP

CAMAS, WA | Ordinance 16-010 Adopted June 2016



Public Facilities & Services

The City provides police, fire, and ambulance services as well as library services, water and sewer services, animal control services, and parks and recreation programs and facilities. The City also manages the City cemetery.



5 PUBLIC FACILITIES AND SERVICES

5.1 Vision

In 2035, Camas continues to have an excellent school system, an asset that draws families to the community. Students and their families enjoy the city's parks, trails, community centers, and other recreational opportunities. The library continues its vital role as a place of learning. Residents value well-funded police, fire, and emergency response services. Proficient government agencies maintain existing City assets and coordinate future development.

5.2 Organization of Public Facilities and Services Element

- Public Facilities and Services Overview
- Fire Protection and Emergency Medical Services
 - Policies and Recommended Actions
- Police Protection
 - Strategic Plan
 - Policies and Recommended Actions
- Camas Public Library
 - Strategic Plan
 - Policies and Recommended Actions
- Parks and Recreation Facilities
 - Comprehensive Plan
 - Goal and Policies
 - Impact Fees
- City Cemetery
 - Operations and Maintenance
 - Policies
- Animal Control
 - Policies
- Other City Facilities
 - Policies and Recommended Actions
- City Utilities
 - General Utilities
 - Water Services
 - Surface Water
 - Groundwater Wells
 - Sewer System and Service
 - Stormwater Drainage
 - Solid Waste
- Capital Improvement Plan
 - Policies and Recommended Actions
 - Project List (2016–2035)
- Franchise Utilities
 - Existing Conditions and Future Needs
 - Franchise Utility Summary
- School Districts
 - Capital Facilities Plans and Impact Fees

5.3 Public Facilities and Services Overview

The City provides manifold services to its residents. They include police, fire and ambulance, library, water, solid waste, and sewer services. The City also constructs and maintains parks and recreation facilities. In addition, the City issues building and development permits and manages the City cemetery. While the City also constructs and maintains streets and other public improvements, transportation is a standalone element and is not included in the Public Facilities and Services Element.

This element includes the goals and policies for public facilities and services to be provided concurrent with anticipated growth. The element also identifies strategic plans and actions to maintain or improve services. The identified goals and policies were given consideration based on a framework of budgetary and operational guidelines as described throughout this element.

5.4 Fire Protection and Emergency Medical Services

The Camas-Washougal Fire Department (CWFD) covers 20 square miles and 33,000 residents for fire protection and approximately 80 square miles and 65,000 residents for paramedic services. On July 13, 2011, the Camas and Washougal fire departments were consolidated into one agency through a contract for service. Under this agreement, the departments operate under one chief and combine all operational staffing in an effort to improve efficiency and lower expenditures. CWFD averages approximately 5,000 fire and medical calls annually.

The CWFD is the only fire department in Clark County that provides ambulance transport services. This added responsibility requires our firefighters to be highly skilled in emergency medical services along with fire suppression techniques. CWFD services include fire suppression, public education, inspection, prevention, and code enforcement activities.

5.4.1 Fire Protection and Emergency Medical Services Policies and Recommended Actions

FE-1: Plan for fire and emergency medical services to include adequate land, building, and equipment to effectively serve the geographic area of the city north of Lacamas Lake (North Shore).

FE-2: Continue to provide advanced life support emergency medical services at present levels and at increased levels as necessary.

FE-3: Continue to ensure the installation of commercial fire sprinklers where required by code and to strongly encourage their use when installation is optional.

FE-4: Seek the appropriate funding levels to maintain fire facilities to include all fire apparatus at levels to best serve the community. Fire apparatus means (and includes) fire suppression equipment such as engine, water tenders, brush trucks and command officer vehicles.

FE-5: Maintain the requirement that all new residences install fire sprinkler systems.

5.5 Police Protection

The Camas Police Department operates a full-service police department from one location at 2100 NE 3rd Avenue, just east of the downtown core. This facility was built in 1998 and is 15,000 square feet in size. Included in the facility is a 1,500-square foot community/training room. The facility is served by a backup generator.

5.5.1 Police Protection Policy

PP-1: Plan police annex facilities at strategic locations; these are preferred over a separate, new full service police facility.

5.6 Camas Public Library

Since 1929, the City of Camas has maintained an independent municipal library. Camas chose to keep its library when the Fort Vancouver Regional Library (FVRL) was established in the 1960s. FVRL is a junior taxing district that serves Clark, Skamania, and Klickitat counties and the City of Woodland in Cowlitz County.

The Camas Library building, constructed in 1940, was fully remodeled in 2002, with 27,000 square feet of space to provide access to books, CDs, DVDs, and other materials. The expanded library space includes meeting rooms, study spaces, and an art gallery. The library also has more than 20 computers and free Wi-Fi for public use.

The library has additional support from the Friends & Foundation of the Camas Public Library. This non-profit group is a source of volunteers and raises funds for items not covered by the City budget in order to sustain the library's high level of service.

The library's physical collection contains more than 100,000 items including books, DVDs, CDs, and portable MP3 players. The library's online collection includes thousands of eAudio and eBooks, digital magazines, and over 30 research databases that are available any time from any device. The library expands its collections through a cooperative partnership with the FVRL. The library is a member of the Metropolitan Interlibrary eXchange (MIX), so residents of Camas can go to a library in Multnomah, Hood River, Washington, or Clackamas counties in Oregon and use those libraries for free. Additionally, through World Cat, the library provides access to the holdings of Washington libraries and libraries around the globe.

5.6.1 Camas Public Library Strategic Plan

The library's future is outlined in its strategic plan, which is generally updated every 3 to 5 years. The current plan was adopted on February 2, 2012 (see Appendix E).

5.6.2 Policies and Recommended Actions

CPL-1: Plan and construct a library to serve the west side of the City, in the area of Green Mountain.

CPL-2: Explore opportunities for furthering regional cooperation, not limited to consolidation with FVRL.

5.7 Parks and Recreation Facilities

Camas' parks and recreation facilities include the Lacamas Lake Lodge and Conference Center, Camas Community Center, Camas Municipal Pool, Scout Hall, 14 parks, 22 miles of trails, and over 600 acres of open space.

Camas has a highly developed park system that supports a broad range of recreation interests. As confirmed through the public involvement process, the community places a high value on its park system and is interested in adding recreational facilities to supplement the existing offerings.

5.7.1 Parks and Recreation Facilities Comprehensive Plan

In December 2014, the City adopted a comprehensive plan for parks and recreation facilities (see Appendix F). The *Parks, Recreation and Open Space Comprehensive Plan Update* (PROS) includes goals and objectives related to physical park planning, management and operations, recreation programs, and public involvement.

The focus of the 2014 PROS plan was to maximize the use of existing sites and facilities, while targeting locations where new parks are needed to serve areas of planned growth.

5.7.2 Parks and Recreation Goal and Policies

Parks and Recreation Goal

Preserve and enhance the quality of life in Camas through the provision of parks, recreation programs, recreational facilities, trails, and open spaces.

Park Policies and Recommended Actions

The PROS document includes a detailed list of future park and recreation projects and services. Section 6 of the PROS plan describes park operations and standards for maintenance. Section 7 includes a list of project priorities, potential funding sources, and a 6-year park capital improvement plan. The development of new indoor recreation space and aquatic facilities (e.g., community center) is one of the top priorities listed in this section of the plan (refer to the PROS plan, page 7-3 Project Priorities, and page 3-11).

5.7.3 Park Impact Fees

With economic recovery in progress, the speed of new development, particularly within the expanded City limits in the North Shore area, will increase. Camas receives impact fees paid by new development for park, trail, and open space improvements that increase the capacity of the system. The expenditure of the collected fees will be applied to the total costs of implementing projects that are identified in the PROS Plan project list, and as further refined by the City's Capital Improvements Plan.

Policies for Approval of Park Impact Fee Credits

The City encourages private development of parks and trails when they serve all residents and to support a healthy lifestyle. In these situations, the City allows the crediting of park impact fees when private development projects propose to build a park, trail, or open space connector that is identified in the adopted PROS plan. In general, the credit is based upon the actual cost estimate of park development and construction. For consideration of park impact fee credits, the park must be consistent with the comprehensive plan and the following policies:

PIF-1: Acquire land for park development with the intent of developing open spaces as active use areas, or as a special use park.

PIF-2: Ensure every neighborhood has a park within walking distance (about a half mile). In places where little vacant land exists for a park site, the City should partner with the school district to develop recreational facilities on school playgrounds.

PIF-3: Ensure creditable parks are no smaller than 3 acres, with the optimum being 5 to 7 acres.

PIF-4: Ensure at least 75 percent of the park site is usable for active recreation, and provide space for both active and passive uses. A minimum of 3 acres should be developed and maintained as detailed in the PROS plan.

PIF-5: Encourage the development of a community park (7 to 10 acres in size) that contains the normal neighborhood park facilities, plus specialized recreation areas such as sport fields or indoor recreation facilities.

PIF-6: Develop trails that are universally accessible as the standard for public and private projects. Work to establish a parks and recreation design standards manual.

5.8 City Cemetery

The Camas Cemetery is an important historic and aesthetic resource for the City of Camas. Located adjacent to Lacamas Park, it is a peaceful resting place for our loved ones, a quiet place for reflection, and an addition to our open space network. The *City of Camas 2009 Cemetery Master Plan* was developed to support this important resource and guide the City's efforts to manage the cemetery.

In 1883, the Camas Colony Company, formed by Henry Pittock, the publisher of *The Oregonian*, and a group of investors, sought land near La Camas Lake (Lacamas Lake) on which to establish a newsprint-producing paper mill. The company platted the cemetery in 1885, shortly after establishing the mill, but their temporary layout markers and plats were lost. Although there is uncertainty over the early years, many believe the land the cemetery now occupies was originally owned by Donald Stearns, a close associate of Pittock.

The Women's Civic Club maintained the affairs of the cemetery from 1910 through 1914. In 1914, a deed was recorded giving ownership of the cemetery land to the recently incorporated City of Camas, granted by the Pittock and Leadbetter families. The City operated the cemetery for 6 years until the Camas Cemetery Association was formed; the association operated the cemetery for more than 80 years, doing most of the work in creating what we know today as the Camas Cemetery. Ownership and operation came full circle and were transferred back to the City of Camas in 2007.

Throughout its history, several local cemeteries have incorporated their graves into the Camas Cemetery. The Camas Catholic Cemetery relocated a number of its graves and erected a memorial listing the names of all those moved. Many other graves were also relocated to the Camas cemetery over the years, including one of the oldest-dated headstones, belonging to the Karnath family.

5.8.1 Cemetery Operations and Maintenance

The City's Parks maintenance crew maintains the grounds, marks the gravesites, inspects the sites after service, and marks out and inspects marker installation. The crew also interments remains in a grave plot or niche wall without a service, and, along with the Finance Department, administers lot sales. Burials that involve a service, headstones, and markers are the responsibility of the funeral home. The City provides a license (revocable grave digging permit) for contractors to dig graves and place markers under the supervision and authority of the funeral home.

The data below list general information as of August 2015:

- 5,731 burials to date.
- 470 cremated remains placed in lots or niche walls. Based on observed data base errors, this number is presumed to be low.
- 827 veterans interred in the cemetery, according to the Veterans of Foreign Wars, which maintains data about the burials of veterans.

Over 1,500 lots are currently available for purchase at the Camas Cemetery.

5.8.2 City Cemetery Policies

CEM-1: Develop a robust and trustworthy database of burial information.

CEM-2: Meet residents' service expectations.

CEM-3: Make the cemetery financially stable and reduce dependency on the general fund.

CEM-4: Maximize the developed and undeveloped property for cemetery use to meet future burial needs and trends and provide economic stability to the cemetery fund.

CEM-5: Develop a strong volunteer and donation program.

5.9 Animal Control Services

The City has contracts with the City of Washougal for animal control services in Camas. Dog owners in Camas are required to pay a one-time lifetime license fee (CMC 6.08.030), which means that the license does not need to be renewed annually as is typical in other jurisdictions.

5.9.1 Animal Control Policies

AC-1: Continue partnership with the City of Washougal in regard to animal control.

AC-2: Explore opportunities to support the expansion of the Humane Society facility and staffing to accommodate future growth.

AC-3: Explore the development of dog parks within special use park areas to balance the needs of pet owners and other park users.

5.10 Other City Facilities

Other City-operated buildings include the Camas Municipal Center and the Operations Center.

Located downtown at 616 NE 4th Avenue, the Camas Municipal Center, constructed in 1967, houses a number of general governmental services in approximately 25,000 square feet of space. These services include administration, building, engineering, finance, planning, and public works. The east end of this building serves as a fire and EMS station. Space for meetings, whether small staff meetings or larger public events, is at a premium. Expansion plans should include flexible space that could be used for both purposes.

5.10.1 Policies and Recommended Actions

OCF-1: Develop an expansion plan (e.g., new municipal facility) as a top priority because, as growth in general governmental services occurs, the current facility will not accommodate additional personnel.

OCF-2: Consider additional meeting spaces for staff and the public when designing an expansion or building a new facility.

OCF-3: Ensure that the municipal building and primary services remain downtown, in the heart of the City.

5.11 City Utilities

City utility services include water, sewer, stormwater, and solid waste disposal.

5.11.1 General Utilities

General Utility Goal

Provide utility services to all businesses, residents, and properties in the City limits. In urban areas, eliminate private water and sewer/septic systems, including wells used only for irrigation.

General Utility Policies

U-1: Where service is available, require connection to public water for domestic and irrigation needs and connection to sewer systems. The intent is to not wait for the malfunction of a well or septic system if service is available.

U-2: Prohibit construction of new private wells and subsurface sewage disposal systems in new developments.

U-3: Eliminate the introduction of groundwater and surface water into the sewer system.

U-4: Within UGAs, the City should be the sole provider of urban services.

U-5: Do not extend utilities without annexation or commitments for annexation. Exceptions may be made in cases where human health is threatened. In areas where utilities presently extend beyond City limits, but are within UGAs, the City should plan development jointly with the County. A joint development must be consistent with City standards.

U-6: Coordinate plans for providing public utility services in UGAs and rural areas with plans for transitioning undeveloped land to urban uses.

U-7: Plan public utility services so that service provision maximizes efficiency and cost effectiveness and ensures concurrency.

U-8: Coordinate City activities with other entities, to the greatest extent possible, to provide services within the urban area.

5.11.2 Water Services

The City's current *Water System Plan* (see Appendix G, adopted June 2010) provides the overall framework for managing and expanding the water system. The City is drafting an update to the plan, which should be adopted in 2016. The updated report will describe the existing water supply and distribution system, as well as proposed improvements necessary for serving the land in the north and west portions of the study area that either have been, or are proposed for, annexation to the City.

The City owns and operates a Class A water system which, in 2014, served 7,928 customers. The system obtains water from two surface water sources (Jones Creek and Boulder Creek, which are located on the south side of Larch Mountain, northeast of the City) and from ten wells. All water is treated with chlorine for disinfection, fluoride for dental health, and sodium hydroxide to reduce the corrosion of copper piping to meet state and U.S. Environmental Protection Agency (EPA) standards. Water pressure and fire flows are maintained throughout the service area with seven distribution reservoirs totaling 8.45 million gallons of storage capacity, nine booster pump stations, and over 140 miles of pipe. Because of the City's varied topography, there are five main pressure zones and 11 secondary pressure zones located throughout the City.

The City currently has municipal water rights issued by the Washington State Department of Ecology (Ecology) for two surface water sources and nine groundwater sources. The combined water right on instantaneous quantity basis (Qi) from all of the City's sources is 14,045 gallons per minute (gpm). The annual withdrawal allocated to the City is 11,090 acre feet.⁴

The City's water system is depicted on the water system map included in Appendix G.

5.11.3 Surface Water

The surface water from Jones Creek and Boulder Creek is used to supply water to the City from November 1 through May 14. These water sources are used during that time to minimize the pumping required from groundwater sources. The low silica characteristics of the surface water also make it very desirable for use by high-tech manufacturing facilities. A new slow sand filter water treatment plant began construction in 2015 and was completed in 2016. The new plant will replace the existing surface water disinfection system and the water filtration plant located near Lacamas Lake that was taken out of service in 2010. The new plant and transmission facilities ultimately will be capable of providing approximately 2.2 million gallons of water per day.

The Jones Creek and Boulder Creek watershed consists of approximately 1,700 acres of mature forest land that is used by the City to collect water through water intake facilities. The City acquired this property in five individual transactions between 1923 and 1950. The property is generally split into two principal drainage basins, with Boulder Creek draining the westerly half and Jones Creek draining the easterly half. Both creeks are large streams that have public water intakes and are fed by numerous tributaries. A forest management plan has been established for the property and prescribed logging in the watershed began in 2014. Other transmission improvements and maintenance activities necessary to operate the water intake facilities have been constructed or are under design.

5.11.4 Groundwater Wells

The City operates 10 groundwater wells. Wells 7, 8, 10, 11, and 12 are located on SE Sixth Avenue, in the eastern downtown area, and are referred to as the Washougal Wellfield. Well 6 and Well 14 (completed in 2010) are located farther east along SE Sixth Avenue near the Camas/Washougal border. Well 5 is located south of Well 6 on SE Eighth Street. Well 9 was completed in August 2000 at a capacity of 650 gpm and is located on NW 38th Avenue near Parker Street. Well 13 was completed in June 2008 and is located just south of downtown on First Avenue. Wells 1, 2, 3, and 4 are abandoned.

Level of Service Criteria for Water Services

The 2011 *Clark County Coordinated Water System Plan Update*, along with the City's *Design Standards Manual*, are used to guide the design and construction of the water system. The City is updating its water system plan with an adoption date in 2016. The current plan (adopted June 2010) provides the overall framework for managing and expanding the water system.

⁴ An acre-foot is the volume of 1 acre of surface area to a depth of 1 foot. According to the Water Education Foundation (<http://www.watereducation.org/general-information/whats-acre-foot>), covering 1 acre to a depth of 1 foot would require about 326,000 gallons of water.

Current Deficiencies/Excess Capacity of Water Services

The Camas water system meets or exceeds the LOS criteria identified above with limited exceptions. Because of the City's varied topography, limited pockets periodically have water pressure in excess of 100 pounds per square inch (psi). Adequate storage and treatment is available to meet the on-going needs of the City. System improvements are scheduled to maintain this LOS. The City undertakes an update of the water system plan every 6 years per Department of Health regulations, and an update is anticipated to be completed in late summer 2016.

Water Services Policy

WS-1: Extend adequate public water service throughout the City's urban areas. An adequate public water system is one that meets Washington requirements and provides minimum fire flow as required by the Fire Marshal.

WS-2: Provide safe, clean, high quality drinking water to residents.

WS-3: Ensure water infrastructure is designed to City standards and is in place prior to land development.

WS-4: Maintain sole responsibility for providing water within the UGA, and require that all new construction connect to the City's system.

WS-5: Coordinate with Clark County or other purveyors to eliminate private systems in accordance with the *Clark County Coordinated Water System Plan (2011)*.

WS-6: Coordinate with the County and the cities of Vancouver and Washougal to protect groundwater from contamination.

5.11.5 Sewer System and Service

The City owns and operates a secondary sewage wastewater treatment plant (WWTP), over 100 miles of sanitary sewer piping, 23 pump stations, and over 3,200 individual septic tank effluent pumping/gravity systems. The sewer system served 7,368 customers in 2014. All domestic, commercial, and industrial waste flows are treated at the WWTP. The plant is a conventional activated sludge treatment plant built in 1972 and upgraded in 2000 and again in a phased expansion in 2010 through 2014. The WWTP has a maximum monthly average flow of 6.1 million gallons per day (mgpd), and a peak hour flow rating of 13.44 mgpd. The City's public sewer system is depicted on the sewer system map included in Appendix H. The WWTP consists of primary screens, primary clarifiers, aeration basins, secondary clarifiers, ultra-violet disinfection, effluent filters, and anaerobic digesters. The effluent from the WWTP is discharged into the Columbia River.

The sewage collection system generally comprises two types of systems. The first is a standard gravity collection system where residential, commercial, and industrial sewage is collected through a series of ever-larger gravity lines and directed to the WWTP. The second is a septic tank effluent pumping (STEP) system where each residential, commercial, or industrial customer has its own septic tank and pump. Solids are collected in the septic tanks, which are owned and maintained by the City. Solids are pumped out of the septic tanks approximately once every 8 years. The sewer effluent (liquid) is pumped from each individual tank into a larger system of force mains and pumps and directed to the WWTP.

Sewer Level of Service Criteria

The sewage disposal system and treatment plant serving the City are designed and regulated in accordance with the *Criteria for Sewage Works Design Manual* issued by the Department of Ecology. The manual guides the design of sewage collection and treatment systems. The 2007 *General Sewer/Wastewater Facility Plan* and the associated 2015 *General Sewer Plan Amendment* provide the overall framework for managing and expanding the sewer collection system and the WWTP. Additionally, the plan and amendment include information about the system, the capital improvement plan, and the finance plan.

Current Deficiencies/Excess Capacity

Collection System – The capacities of the City collection system pipelines and pump stations are adequate to serve existing flow rates. Capacity expansions will be necessary as the area's tributaries to each sewer basin continue to develop. Pump station and pipeline expansions are guided by the *General Sewer Plan* (Appendix H), and by actual loads and flows entering their respective sewer basins.

Wastewater Treatment Plant

The WWTP underwent an extensive phased upgrade which was completed in 2014, expanding its capacity to meet the 2025 population projections based on the 2007 Comprehensive Plan. Future upgrades are identified in the *General Sewer/Wastewater Facility Plan* and in the 2015 *Amendment* to provide service to the full build-out of the UGA.

Sewer Infiltration/Inflow Analysis

An infiltration/inflow (I/I) analysis was conducted with the 1997 *City of Camas Wastewater Facilities Plan* to identify and prioritize the inflow of groundwater into the sewer system. An updated analysis was completed in 2015 and 2016. This is an important element to control and reduce as increased flow due to rainfall or high groundwater uses needed capacity at the WWTP and makes the influent more difficult to treat. Since 1998, the City has invested in removing the major sources of I/I identified in the study and has a plan to continue the I/I reduction program.

Policy for Sewer Services

SS-1: Extend public sanitary sewer service, which is required within urban areas, throughout urban areas. Service may be provided outside urban areas to serve areas where imminent health hazards exist.

SS-2: To reduce maintenance and power costs, use traditional gravity sewer systems (in lieu of STEP systems) to serve future customers to the greatest extent possible.

SS-3: Coordinate with Clark County to eliminate septic systems.

5.11.6 Stormwater Drainage

The City owns and maintains a stormwater conveyance system that drains approximately 7,500 acres. This storm system includes approximately 75 miles of stormwater conveyance pipe, 1,800 stormwater inlets and catch basins, and approximately 25 City-owned treatment and detention facilities, including underground treatment vaults, detention ponds, biofiltration swales, and wet ponds. The system also includes numerous culverts and drainage channels. All stormwater pipelines are separate from the City's sanitary sewer system. The City has a longstanding policy of requiring commercial and residential stormwater facilities to be privately owned and maintained. As part of its March 2010 stormwater code update, the City retained this policy and codified it under CMC 14.02.200 Ownership and Maintenance. As such, there are approximately 110 private stormwater facilities within its boundaries.

The City's stormwater management area includes three major watersheds: the Columbia River, the Washougal River, and the Lacamas Lake watersheds. All surface water and piped stormwater conveyance systems drain to one of these water bodies through a network of interconnected drainage channels, creeks, and storm pipes. Each of these main drainages has distinct and important sub-basins that have critical collection points.

The City became a Phase II National Pollutant Discharge Elimination System (NPDES) permittee in 2007. The City must meet all management and maintenance requirements outlined in its NPDES permit and the permit requirements continue to get more stringent and consume more of the City's resources. The City created a stormwater utility in 1989 and continues to refine the utility goals and rate structures to meet the permit requirements and serve the community. Stormwater management strategies are designed to meet the City's goals and objectives as described in the City's 2013 *Comprehensive Stormwater Drainage Plan* (Appendix I). The key strategy relating to stormwater is to support economic development while protecting the environment. More recent requirements through the City's NPDES permit require all development to consider, and use where possible, LID strategies. The City is drafting LID regulations for adoption in 2016.

The City storm drainage system is shown on the storm drainage system map included in Appendix I.

Stormwater Policies

SW-1: Provide a stable funding source to meet NPDES Phase 2 requirements.

SW-2: Inspect homeowner association and other private facilities, and provide directions and standards for repair.

SW-3: Meet water quality standards by providing best management practices for development activities.

SW-4: Establish baseline flows on each drainage basin or sub-basin for the analysis of deficiencies.

SW-5: Develop standards that would reduce the amount of impervious surface on new construction, including the creation and adoption of LID standards.

SW-6: Require new development or redevelopment to comply with the *Camas Stormwater Design Standards Manual* and design criteria.

SW-7: Protect natural stream courses for water quality.

SW-8: Manage stormwater to safely pass surface water and maintain water quality of lakes, streams, and rivers.

5.11.7 Solid Waste

The City owns and operates its own solid waste utility which provides for the collection and transfer of solid waste refuse to the Clark County-owned Washougal Transfer Station. The City is responsible for managing garbage collection within the Camas boundaries. The City has established universal compulsory solid waste collection, requiring all residents and businesses to maintain solid waste service. The City contracts with Waste Connections of Washington to provide recycling and yard debris management, collection, and disposal. The City also contracts with Waste Connections to provide large container service (larger than 2 cubic yards) to account holders with greater solid waste handling needs.

All cities and towns in Clark County have delegated responsibility for solid waste transfer and disposal planning to the County through 2021, including Camas. The adopted Clark County Solid Waste Management Plan (CSWMP) of 2015 is updated regularly and reviewed by the County Solid Waste Advisory Commission. Agreements between Clark County and its cities commit each to the plan and to the plan's waste disposal system. Counties and cities in Washington are required by RCW 70.95 to:

- Prepare and maintain coordinated comprehensive solid waste management plans
- Determine the nature and extent of various solid waste streams (for example, from households, industries, offices, etc.)
- Establish management strategies for the handling, utilization, and disposal of solid waste
- Identify waste reduction, source-separated recycling, and waste separation programs as priority management tools

Waste Connections of Washington is responsible for managing collection services within the Camas boundaries for recyclable materials. There are no permanent solid waste facilities within the City of Camas; facilities are located throughout the County. Clark County entered into a 10-year contract with Columbia Resource Company (CRC), owned by Waste Connections of Washington, in 2010 to recycle solid-waste materials collected and delivered to transfer and recycling stations, with the remaining non-recycled wastes transported for final disposal to CRC's Finley Buttes Landfill. Waste is compacted into intermodal containers and transported upriver by private barge, then trucked to the landfill. Over half of the waste generated in the County is recycled or recovered, with the remainder disposed of in landfills. In 2012, the total waste stream for the County was 665,766 tons, of which 359,169 tons were recycled, or 53.9 percent. Since 2003, pounds per person per day landfilled has declined from 3.40 to 2.94 pounds, similar to the national rate of 2.90 pounds per capita landfill disposal. However, even as the percentage of waste that is recycled has increased, the total waste per capita—recyclable and nonrecyclable—has also increased, requiring additional resources to collect, sort, transfer, and convert to a recycled product or landfill.

Total waste generation is expected to continue to increase in Camas and across the county as the population grows. The County has projected a 1.3 percent increase in total waste per year, including a 1.6 percent increase in landfill tonnage and a 2 percent increase in residential recycling tonnage. At these rates, the County projects an increase from 665,766 tons total waste countywide in 2012 to 789,819 tons in 2034. Camas's total waste generation can be expected to increase at a higher rate due to the higher population growth rate forecasted for the City relative to the County. The County has evaluated the capacity of its transfer stations and landfills and concluded that they can accommodate the projected waste increase through 2034.

The CSWMP establishes several overall goals for waste management over the 2015-2020 timeframe including:

- Increase recycling rate to 55 percent and the total diversion rate to 70 percent.
- Reduce per person per day landfilled volumes by 5 percent.
- Reduce total amount of waste generated per person per day by 5 percent.

Camas will work with the County towards these goals by implementing the specific objectives of the CSWMP.

Solid Waste Policies

SOW-1: Provide for solid waste service throughout the City through continuance of self-collection of solid waste and contracting with private waste management companies to provide recycling and yard debris collection options.

SOW-2: Continue a system of universal compulsory solid waste collection.

SOW-3: Implement the CSWMP. Reduce the total production of waste, increase the recycling rate of waste that is produced, and properly manage and dispose of waste that is not recycled. Provide education and outreach to businesses and the public on benefits and opportunities for waste reduction and recycling. Focus on residential recycling rates to improve participation rates similar to the rest of the County.

5.12 Capital Improvement Plan

Capital improvements include major projects that exhibit certain characteristics – large in size, fixed in nature, having a long life – and require the expenditure of significant funds over and above annual operating expenses. Capital improvements are defined as items planned, purchased, constructed, or otherwise acquired for the betterment of the community which add physical value to the City.

The projects identified for inclusion in the capital improvement plan will be categorized into one of the following areas:

- Street
- Stormwater
- Water
- Sewer
- General Government (i.e., City departments)
- Police
- Fire and Emergency Service
- Library
- Parks and open space
- Solid waste
- Cemetery

5.12.1 Capital Improvement Policies and Recommended Actions

CIP-1: Update the capital improvement plan biannually and include a statement of projected costs and sources of revenue.

CIP-2: Ensure that capital improvements are for the betterment of the community and add physical value to the City.

CIP-3: Put any earnings from bond proceeds toward the debt service fund reserved for the future repayment of debt directly for enhancement of the project.

CIP-4: Dedicate all or a portion of the first year of property taxes generated from newly incorporated areas to the Capital Fund.

CIP-5: Dedicated funds and bonds may be used to fund essential capital improvement projects such as police, fire, and general municipal structures.

CIP-6: Use voted, general obligation debt for discretionary projects such as recreation and library facilities.

CIP-7: Give priority to those projects that support the core services provided by the City.

CIP-8: Assure consistency of capital improvement plans with the adopted Comprehensive Plan map and evaluate if funding is adequate to provide necessary public facilities and services to implement the plan.

5.12.2 Capital Improvement Plan – Project List (2016–2035)

The list of capital improvement plan projects is a complete catalogue of all projects that have been identified in various planning documents. The implementation dates and associated costs listed for the projects are tentative and should be viewed as such, but the dates are invaluable as a long-term planning tool. Appendix D contains the project list, which will continue to be updated bi-annually.

Financing of Listed Projects

Financing a capital improvement plan is a complex issue. Anticipating the future availability of financial resources to fund projects cannot be accomplished with any degree of certainty. Nonetheless, an analysis of what resources appear to be available for such long-term purposes is needed since most of the projects listed would be considered long-term and would have a significant impact on future resources. This section will provide the “best guess” as to how the long-range capital needs of the City of Camas might be financed.

Capital Improvement Plan Goal

The City will produce a viable, yet realistic, capital improvement plan which, when administered, will provide the necessary facilities and services to the citizens of the community.

5.13 Franchise Utilities

One of the evaluation criteria used in defining the UGA was that urban services would be available concurrent with all development. These services include all utilities that are privately and publicly provided. This section addresses the privately provided facilities.

GMA requires all comprehensive plans to include an element describing existing and proposed utilities, including power, gas, and telecommunication facilities. For the City of Camas, power is provided by Clark Public Utilities, gas is provided by Northwest Natural, and telecommunication facilities are provided by companies such as Verizon, Frontier, and others. All utilities are regulated by the Washington Utilities and Transportation Commission (WUTC).

Typically, utility providers, with the primary responsibility of serving their customers, have worked with the City. Although each utility must plan the distribution of its services, siting facilities within existing corridors has become increasingly important. Also, given heightened environmental protections and community design standards, more coordination is necessary. Likewise, the City supports programs that encourage energy and resource conservation.

5.13.1 Existing Conditions and Future Needs

This section summarizes general information pertaining to the existing utilities in the City. It does not inventory the capacity of the existing system since that information is unavailable.

Electrical

Clark Public Utilities indicates there is ample capacity to meet existing demand for areas within both the incorporated City limits and the UGA.

Natural Gas

Delivery of natural gas to Camas and its UGA is provided by Northwest Natural. The delivery of natural gas is governed by the Federal Energy Regulatory Commission, the National Office of Pipeline Safety, and the WUTC. The City's regulations include safety and emergency provisions, LOS standards, and rate limitations.

Northwest Natural provides natural gas service to all of Clark County. The alignment of the main pipeline crosses the Columbia River at the area of the Port of Camas-Washougal. Additionally, Northwest Natural is improving its backbone through the City with the installation of a large-diameter high-pressure gas main connecting Lake Road and Pacific Rim Boulevard.

Telecommunications

Verizon provides local telephone service to the City and its UGA. Many of the telecommunication facilities, including aerial and underground, are co-located with those of the electrical power provider. Frontier Communications also provides telecommunications to a large number of customers in the Camas area.

5.13.2 Franchise Utilities Goals and Policies

The future specific locations and capacities of utilities are not addressed in this section because the location, capacity, and timing of utility improvements depend greatly on opportunities for expansion, the particular location, and the rate of growth of Clark County and the City. In general, the siting and expansion of service will be coordinated with the development phases of the City, and the City will work with each utility in the permit approval process to assure timely development.

Franchise Utilities Goal

F-1: To ensure that energy and communication facilities and their services are available to support development when they are needed.

Franchise Utilities Policies

F-1: Minimize the effects on adjacent properties, the environment, and the visual quality of the community of siting, developing, operating, and maintaining these facilities.

F-2: Coordinate to provide reliable service through partnering and agreements with utility companies.

F-3: Promote the conservation of energy resources through the adoption of appropriate energy codes and efficient land use patterns and transportation systems.

5.14 School Districts

5.14.1 School District Capital Facilities Plans and Impact Fees

There are three school districts within City limits. In general, the Camas School District serves the central and southern areas of the City, and extends to serve a portion of the north side of Lacamas Lake. The north and northwest areas of the City are in the Evergreen School District. The southeast portion of the City is generally within the boundary of the Washougal School District.

The districts submit their capital facilities plans every other year, accompanied by impact fee calculations. The plans describe the existing and planned school facilities and services. The districts' plans and impact fee calculations are attached as Appendix J.

Economic Development

The Economic Development Element aims to promote a wide range of employment opportunities for the citizens of the community and to provide a setting and quality of life that attract businesses and residents.



6 ECONOMIC DEVELOPMENT

6.1 Vision

In 2035, the economy has grown to attract a variety of businesses that offer stable employment opportunities and family-wage jobs in the medical and high tech fields. Camas is a gateway to nature and recreational opportunities, leading to a robust tourism industry. Professional office, medical, and industrial uses typify western Camas, with retail businesses supporting the large campus firms. The North Shore area will fulfill the employment and retail needs of the growing population on the northeast side, and reduce trips outside the city. Downtown Camas retains its historic atmosphere as a walkable, attractive place to shop, dine, and gather. Housing within the city's core contributes to a town center that supports local businesses.

6.2 Organization of Economic Development Element

- Economic Development Overview
- Goals and Policies by Area
 - Citywide
 - Downtown
 - Grass Valley
 - North Shore
 - Eastside Commercial District
 - Gateways and Corridors

6.3 Economic Development Overview

Economic development for the City of Camas is the creation and sustenance of a diverse array of employment opportunities, ensuring the tax base currently enjoyed by the City endures and is strengthened. The economic health and well-being of the City are tied to commitments to promote a wide range of employment opportunities for the citizens of the community and to provide a setting and quality of life that attract businesses and residents. While GMA does not specifically require such an element, the City of Camas believes it is important to include an Economic Development Element in its comprehensive plan.

Planning a diverse and vibrant economy must start by understanding current economic conditions in the City and Clark County. While the City's past economic health was closely tied to the paper mill, in more recent years, the City's economy has diversified and now supports many technology and manufacturing firms, as well as a growing school system and professional offices. The tables below compare the median household incomes and percentage of civilian workers employed in all industry sectors, as defined by the North American Industry Classification System, within the City and Clark County from 2010 to 2013.

According to the second community survey completed during the vision process, over 90% of survey respondents support or strongly support the vision statement for a diversified economy.

Table 6-1. Median Household Income

Camas		Clark County	
2010	2013	2010	2013
\$77,334	\$81,897	\$58,262	\$57,341

As illustrated in Table 6.1, when compared with Clark County, wages in Camas are higher and have grown. Higher wages can have positive impacts on other aspects of the economy, and community members have expressed their desire to support family-wage jobs, particularly in healthcare and high technology.

Table 6-2. Percentage of Jobs by Industry Sector

Industry	Camas		Clark County	
	2010	2013	2010	2013
Agriculture, Forestry, Fishing, Hunting, and Mining	0%	1%	1%	1%
Construction	7%	3%	8%	7%
Manufacturing	16%	15%	13%	13%
Wholesale Trade	6%	4%	4%	3%
Retail Trade	14%	12%	12%	12%
Transportation, Warehousing, and Utilities	7%	6%	8%	8%
Information	2%	3%	2%	2%
Finance, Insurance, Real Estate, and Rental and Leasing	8%	8%	7%	6%
Professional, Scientific, and Management, and Administrative and Waste Management Services	13%	10%	10%	11%
Educational Services, Healthcare, and Social Assistance	16%	22%	20%	21%
Arts, Entertainment, Recreation, and Accommodation and Food Service	4%	7%	7%	8%
Other Services, except Public	4%	4%	5%	6%
Public Administration	4%	6%	5%	4%

Source: U.S. Census Bureau, 2013 American Community Survey (ACS) 3-year estimate (2011–2013) and 2010 ACS 5-year estimate (2006–2010).
Notes:
¹Percentages have been rounded to the nearest whole number.
²The total number of civilian workers in 2013 in Camas was 9,093 and 215,992 in Clark County. In 2010, the total number of civilian workers in Camas was 8,733 and 211,215 in Clark County.
³Additional information on industry categories can be found on the Bureau of Labor Statistics website: <http://www.bls.gov/iag/home.htm>.

As illustrated in Table 6.2, between 2010 and 2013, Camas saw declines in construction and professional, scientific, and management jobs, a small decline in manufacturing jobs, and an increase in educational services, healthcare, and social assistance jobs. These same trends are generally reflected in the County as a whole; however, Camas did experience a greater decline in construction jobs and a greater increase in educational services, healthcare, and social assistance jobs. As the nation recovers from the recent economic recession, these trends in employment by industry sector are reflected in the economies of the nation and the state.⁵

In order to support the continued growth of the Camas economy and the planned increase of 11,182 jobs by the year 2035,⁶ the Economic Development Element establishes goals and policies that seek to maintain the diversification of employment opportunities.

The City is targeting businesses that provide a greater proportion of family-wage jobs. Increasing retail services in support of residential, industrial, and professional business growth is highly desirable.

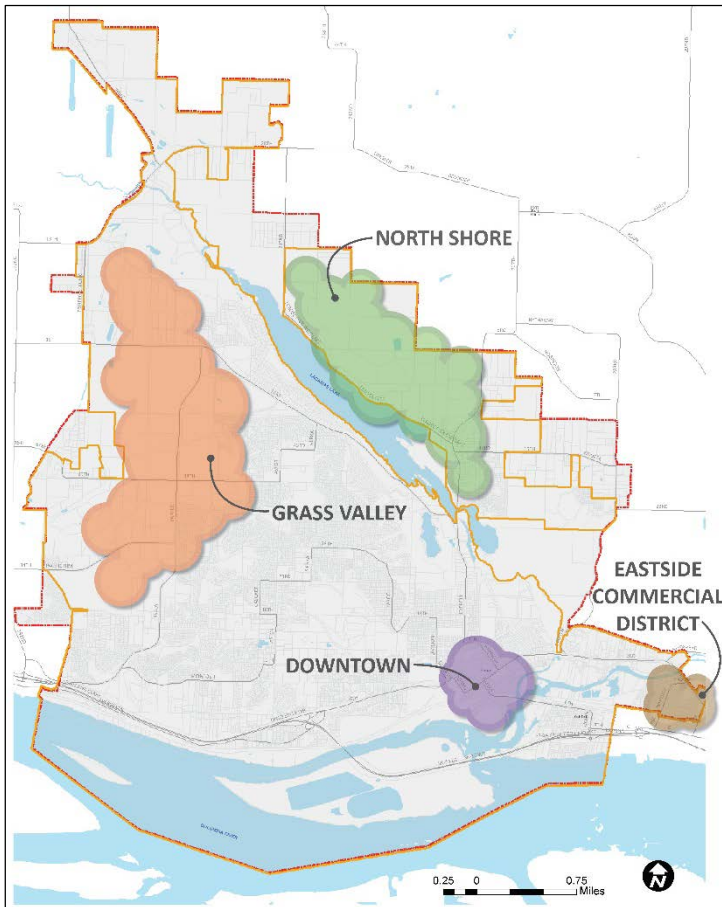
⁵ 2014 Labor Market and Economic Report, Washington State Employment Security Department, published March 2015.

⁶ As noted in the Land Use Element of Camas 2035, GMA requires that each jurisdiction accommodate its share of the region's growth. Based on analysis conducted by Clark County and each municipality within the County, Camas' share of the region's growth is expected to be 11,182 jobs.

6.4 Goals and Policies

Economic development goals and policies are established to ensure economic development in the City of Camas is consistent with the Camas 2035 Vision and provides a diverse range of employment opportunities throughout the City. Goals and policies are presented for citywide economic development and for four areas of the City (see Figure 6-1) that contribute particular attributes to the City's overall economy.

Figure 6-1. Economic Development Areas



The economic health and well-being of the City are tied to commitments to promote a wide range of employment opportunities for the citizens of the community and to provide a setting and quality of life that attract businesses and residents.

6.4.1 Citywide Economic Development

Citywide Economic Development Goal

ED-1: Maintain a diverse range of employment opportunities to support all residents and provide a setting and quality of life that attract and retain businesses.

Citywide Economic Development Policies

ED-1.1: Ensure that tools are in place to attract healthcare and high-tech, sustainable, and innovative industries to expand and to provide stable employment.

ED-1.2: Encourage apprenticeships, internships, and on-the-job training in all industry sectors.

ED-1.3: Encourage appropriate reuse and redevelopment of older and deteriorating commercial areas and industrial brownfield sites.

ED-1.4: Foster and expand year-round recreational services, lodging, dining, and retail options that will capture tourism and benefit residents and employers.

ED-1.5: Ensure adequate infrastructure is planned or in place to nurture and incubate new businesses.

ED-1.6: Remain active in regional recruitment organizations to ensure the availability of an adequate supply of commercial and industrial employment land to support the City's economic development goals.

ED-1.7: Support retention, expansion, and recruitment of local businesses with a commitment to the community.

ED-1.8: Ensure that development standards are balanced in order to promote high-quality building and site design and encourage businesses to operate in an environmentally responsible manner.

ED-1.9: Encourage businesses to reduce travel times and trips through implementation of a trip reduction program, which includes incentives for carpooling, transit ridership, and other options beyond single-occupancy vehicles.

ED-1.10: Encourage complementary businesses throughout the City to support industry clusters and leverage resources.

6.4.2 Downtown

Downtown Camas is the historic center of the City, which has seen steady redevelopment in recent years with a brew pub, conversion of uses (e.g., Ford dealership to offices), and a new building on NE Everett. Land uses in downtown include a mix of retail services, restaurants, professional offices, government services, and single- and multi-family residential development. Downtown Camas is also home to several community events throughout the year, including Camas Days. These events attract thousands of people to downtown and support the local economy and community.

Downtown Economic Development Goal

ED-2: Maintain Downtown Camas as the heart of the City and encourage development/redevelopment from 3rd Avenue to 6th Avenue, and Adams to Garfield, which respect the area's historic character and support walkability and a range of diverse services.

Downtown Economic Development Policies

ED-2.1: Safeguard the design of downtown through requiring compliance with the *Downtown Design Review Manual* and consistency with the comprehensive plan, which includes an abundance of street trees and historic design features.

ED-2.2: Collaborate with public agencies, private parties, and non-profits in marketing and outreach efforts that sustain existing local businesses and attract new development/redevelopment while maintaining the historic character of downtown.

ED-2.3: Ensure the Land Use Element supports higher residential densities adjacent to the downtown district and atop downtown businesses to increase activity in downtown in support of local businesses.

ED-2.4: Fulfill the vision for a central gathering place in the heart of downtown, which will support regular community events, and be the catalyst for new ones. The gathering place could include design features such as: seating areas; public art; fountains; children engagement art; expanded farmer's market space; and other amenities that create ambiance and bring people of all ages to Downtown.

ED-2.5: Ensure adequate parking in Downtown for continued business growth. Seek out opportunities for additional parking on the edges of the downtown district, which could also serve as a park and ride transit facility.

6.4.3 Grass Valley

Grass Valley is home to several national and international technology and manufacturing firms. Land uses in Grass Valley include large technology and manufacturing campuses, surrounded by retail and commercial services and residential development. The City has invested in significant infrastructure improvements in Grass Valley in support of high-tech industrial development, which is still the focus for this area.

Grass Valley Economic Development Goal

ED 3: Promote a cooperative industrial business park in which businesses and the City share resources efficiently to achieve sustainable development, with the intention of increasing economic gains and improving environmental quality.

Grass Valley Economic Development Policies

ED-3.1: Promote the development of a subarea plan that will capitalize on the creation and retention of industries that provide family-wage jobs.

ED-3.2: Subarea planning should capitalize on existing facilities and infrastructure and include a mix of uses that are trail- and transit-oriented and designed with high-quality streetscape appeal.

ED-3.3: Protect employment land from conversion to residential uses by requiring an analysis of adequate buildable lands in Grass Valley to meet 20-year employment projections prior to land conversion approval.

6.4.4 North Shore

The area north of Lacamas Lake is anticipated to experience substantial growth and redevelopment within the 20-year planning horizon. Planned transportation infrastructure will improve transportation connectivity throughout the City and support the employment and retail uses desired in the North Shore area. A large portion of the land in this area is zoned Business Park and Multi-Family, with some Commercial and lower density residential zoning. The Port of Camas-Washougal manages an airport that is outside City limits, but most of the developable land in the North Shore area is within the airport influence area.

North Shore Economic Development Goal

ED 4: To encourage master planning that allows a more intense level of development, well-served by transportation options and includes facilities for pedestrian and bicycle travel, a range of housing choices, and a mix of shops, services, and public spaces.

North Shore Economic Development Policies

ED-4.1: Promote the growth of businesses such as grocery stores, medical offices, and restaurants that will meet the retail and service needs of the population.

ED-4.2: Protect the viability of the airport as a significant economic resource to the community by encouraging compatible land uses⁷ and densities, and reducing hazards that may endanger the lives and property of the public and aviation users consistent with state laws RCW 36.70A.510 and RCW 36.70.547.

ED-4.3: Encourage new developments to include provisions for neighborhood parks that are within walking and biking distance of a person's home or work to encourage greater physical activity, including shared-use paths (or trails) that link homes, work and commercial centers, public transit, and community facilities.

ED-4.4: Promote economic development opportunities adjacent to the Port of Camas-Washougal's Grove Field that will benefit from additional transportation options.

ED-4.5: Preserve large tracts of land for large industry and master-planned commercial development.

ED-4.6: Support public-private partnerships for infrastructure development.

ED-4.7: Advocate better transit routes and service.

6.4.5 Eastside Commercial District

The Eastside Commercial District has tremendous economic growth potential and would benefit from targeted streetscape improvements. The development of a streetscape that is attractive and safe for all modes of transportation (e.g., bicycles, wheelchairs, pedestrians) could attract new economic opportunities and investment to the area.

This commercial area generally straddles NE Third Avenue at the City's eastern edge to the bridge over the Washougal River. The commercial structures are single-story, with stretches along the street that are in disrepair and vacant. Scattered businesses have been recently renovated. This vehicle-dominated corridor has several drive-through chain restaurants and large parking lots adjoin the street. There are no pedestrian or bicycle amenities and landscaping is scarce or non-existent.

⁷ Refer to "Airport and Compatible Land-Use Program Guidebook," Washington State Department of Transportation; available online at <http://www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm>.

Eastside Commercial District Economic Development Goal

ED 5: To create a redeveloped and revitalized Eastside Commercial District that supports existing and new unique-to-Camas businesses and recreation within a safe and pedestrian-friendly streetscape.

Eastside Commercial District Economic Development Policies

ED-5.1: Develop commercial and mixed-use areas that are safe, comfortable, and attractive to pedestrians.

ED-5.2: Reinforce streets as public places that encourage pedestrian and bicycle travel and provide transitions between Third Avenue and neighborhoods.

ED-5.3: Encourage efficient land use by facilitating compact, high-density development and minimizing the amount of land that is needed for surface parking.

ED-5.4: Improve wayfinding to recreational amenities.

6.4.6 Gateways and Corridors

Community gateways create a sense of arrival and let visitors and residents know they are in Camas. Primary and secondary gateways are designated to distinguish between gateways that offer a primary entrance into Camas and those that are secondary and serve as an entrance to a particular part of the City. A corridor extends approximately 0.25 mile from the gateway and includes enhanced features such as bike lanes, widened or detached sidewalks, and signage. As outlined in the Land Use Element, gateways are established as an overlay zone and identified on the Camas Zoning Map.

Gateways and Corridors Economic Development Goal

ED-6: Create attractive and welcoming entrances to the City and distinguish Camas from adjacent jurisdictions through the development of community gateways.

Gateways and Corridors Economic Development Policies

ED-6.1: Ensure development in community gateways meets and, where possible, exceeds, the design principles and guidelines for primary and secondary gateways as described in the *Camas Design Review Manual*.

ED-6.2: Ensure zoning regulations and design standards promote development/redevelopment in gateways that include the gateway and corridor overlay features identified in the Land Use Element and the *Camas Design Review Manual*.

ED-6.3: Coordinate gateway and corridor development/redevelopment with Public Works planning to leverage resources and ensure adequate right-of-way is available for gateway/corridor improvements.

ED-6.5: Encourage redevelopment along the Everett corridor that respects the historic character of the area, improves pedestrian mobility/safety, and supports small-scale retail and commercial services.

ED-6.6: Encourage development of commercial uses and multi-family residential within the 6th Avenue and 3rd Avenue gateways and corridors to further support downtown businesses. Consider rezoning low-density residential land to support the downtown area.

ED-6.7: Building entrances should face the street and provide pedestrian connections from the building entrance to the sidewalk. Encourage landscaping, rather than parking, between the building and the street in order to create a welcoming streetscape.

STAFF REPORT

Minor Amendments to Camas Municipal Code

Title 15, 16, 17 and 18

File# MC18-01

<u>TO</u>	Bryan Beel, Chair Planning Commission
<u>FROM</u>	Madeline Sutherland, Planning Intern
<u>DATE</u>	October 23 rd , 2018

Summary

As part of our periodic code update, the proposed minor amendments to Title 15 Buildings and Construction, Title 16 Environment, Title 17 Land Development, and Title 18 Zoning of the Camas Municipal Code (CMC) include updates to clarify sections that may have been challenging to administer since the past review cycle, new additions and corrections or typos.

The proposed CMC amendments are provided with the two attachments: Attachment 1 shows the draft changes as strike-through text or underlined. Attachment 2 provides the amendments without any mark-ups.

Staff has proposed amendments within the following chapters of Title 15, 16, 17 and 18:

Title 15 Buildings and Construction

Chapter 15.50.090(L) - Clearing and Grading

The proposed addition to this chapter includes adding a development standard that limits construction from May first to October first of each year. This requirement has been a standing SEPA condition in most SEPA decisions issued by staff and therefore adding it to the code will eliminate the need for this repetitive SEPA condition.

Title 16 Environment

Chapter 16.13.060 – SEPA Appeal.

There has been conflicts between 16.13.060 and 18.55.200(F). The amendments are an effort to ensure that there is consistency between all sections of code that relate to SEPA appeals.

Chapter 16.51.250(B) – Bonds to ensure mitigation, maintenance, and monitoring and Chapter 16.53.050(J)(2)(a)

The previous code update to CMC Section 17.21.050 *Financial Security agreements* included changing the bond amount to 200%. The bond percentages currently cited in CMC Section 16.51.250(B) and 16.53.050(J)(2)(a) are not consistent with CMC 17.21.050 *Financial Security agreements* and therefore should be revised for consistency.

Chapter 16.59.090(3)(a) – Performance standards – Specific hazards.

This section currently references CMC Section 16.51.130 – *Review required* and should be revised to reference CMC Section 16.51.120 – *Critical area reporting evaluation requirements*.

Title 17 Land Development

Chapter 17.09.030(B)(5)(q) – Preliminary short plat approval and Chapter 17.11.030(B)(5)(q) – Preliminary subdivision plat approval.

There are comprehensive plan policies that call for the minimization of clearing and grading and often staff does not see the location or height of retaining walls until engineering plan approval instead of during preliminary plat reviews, which typically include a public hearing. Those early reviews could avoid the later discovery for the need for tall retaining walls, and would be consistent with comprehensive plan policies. The proposed amendment includes requiring the applicant to show the location and height of proposed retaining walls with the preliminary plat submittal application, instead of at the construction and engineering stages of the development.

Chapter 17.19.040(Table 1) - Infrastructure standards.

The tract and pavement width for alleys have increased by two feet, creating a tract width of twenty feet and a pavement width of eighteen feet. This allows more room for cars to maneuver through alley's to access parking and garages.

Chapter 17.21.030(B) – Land disturbing activities – erosion prevention/ sediment control.

This section has been revised to match CMC section 14.06.200 – *Bonds and insurance*. Both sections originally had the same meaning but different language. By editing Chapter 17.21.030 to contain the same language as Chapter 14.06.200, there should not be any future conflicts.

Chapter 17.21.060(E)(1)&(H) – Final plat or short plat procedures for land divisions.

The minor amendments to this section include updating code references that were not updated with the last code update. For section 17.21.060(H), building permits for sales office and model homes only apply to residential, because commercial building permits are reviewed at the same time as the site plan while residential building permits can be submitted separately.

Title 18 Zoning

Chapter 18.05.050(F) – Commercial and industrial zones.

There currently is not a definition for the Business Park zone in this section of the code and therefore is proposed to be added.

Chapter 18.27.050 – Development standards.

The City of Camas' Comprehensive Plan Housing goals are to increase affordable housing by increasing the supply and diversity of housing. To reach this goal, eliminating the impact fees will encourage the development of accessory dwelling units which supports the comprehensive plans goal.

Chapter 18.55.030(Table 1) – Summary of decision making process.

The first change made to the table was differentiating between Type I and II approval process for design review. Type I is minor and Type II is major. The second amendment to Table 1 is updating the term "sensitive" area to "critical" areas.

Chapter 18.55.200(F) – Appeals-Generally.

The amendment is an effort to ensure that there is consistency between all sections of code that relate to SEPA appeals.

Minor Amendments to Camas Municipal Code (CMC)

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Title 15 Buildings and Construction

15.50.090 - Clearing and grading standards.

The purpose of this section is to provide general standards for all clearing and grading activities undertaken within the city of Camas. This section is intended to apply to all clearing and grading activities including both activities that do and do not require formal approval by the city.

- A. Minimize Potential Impacts. All clearing and grading activities shall be conducted so as to minimize potential adverse effects of these activities on surface water quality and quantity, groundwater recharge, fish and wildlife habitat, adjacent properties, and downstream drainage channels. The permittee shall attempt to prevent impacts and minimize the clearing of naturally occurring vegetation, retain existing soils, and maintain the existing natural hydrological functions of the site.
 1. If working on a phased project, clearing and grading activities must be confined to the particular phase of the project in which full civil improvements are being constructed. Future phases may not be cleared or graded to assist the contractor in balancing the overall site.
- B. Mark Clearing and Grading and Land Disturbance Limits. Prior to commencing activity, the applicant shall establish and mark on-site clearing and grading limits and other critical site features as appropriate with orange construction fence or other means approved by the city.
- C. Natural Features and Vegetation Retention. Wherever possible, vegetation, drainage, and other natural features of the site shall be preserved, and the grading and clearing shall be performed in a manner that minimizes impacts resulting from building, road, and utility footprints. Groundcover and tree disturbance shall be minimized, and root zones shall be protected.
- D. No ground cover or trees located within a required critical area or its established buffer shall be removed, nor shall any mechanical equipment operate in such areas, provided that conditions deemed by the director to be a public nuisance may be removed.
- E. Aesthetics. Land disturbance activity undertaken in such a manner so as to preserve and enhance the city of Camas aesthetic character. Important landscape characteristics that define the aesthetic character, such as large trees (over eight inches dbh), important vegetative species, and unique landforms or other natural features shall be preserved to the extent practicable.
- F. Site Containment. Erosion, sediment, and other impacts resulting from any clearing and grading activity shall be contained on site. Containment of such impacts may require temporary erosion/sedimentation control measures during and immediately following clearing and grading activities. The faces of slopes shall be prepared and maintained to control erosion. Check dams, riprap, plantings, terraces, diversion ditches, sedimentation ponds, straw wattles, or other devices or methods shall be employed where necessary to control erosion and provide safety. Devices or procedures for erosion protection shall be initiated or installed as soon as possible during grading operations and shall be maintained in operable condition by the owner.
- G. Protection of Adjacent Properties. Adjacent properties, storm drain inlets, and the downstream natural and built drainage system shall be protected from sediment deposition and erosion by appropriate use of BMPs such as vegetative buffer strips, sediment barriers or filters, dikes or mulching, or by a combination of soil stabilization measures. If protection is inadequate and deposition occurs on the adjacent property, public right-of-way, or drainage system, the permittee shall immediately remove the deposited sediment and restore the affected area to its original condition. Downstream properties and waterways shall be protected from erosion and sedimentation during construction due to temporary increases in the volume, velocity, and peak flow rate of runoff from the site by use and implementation of sediment ponds, or other acceptable methods to the city engineer.
- H. Construction Access. Construction vehicle access shall be, whenever feasible, limited to one route. A temporary access road shall be provided at all sites. Access surfaces shall be stabilized to minimize the

tracking of sediment onto adjacent roads by utilizing appropriate BMPs. Other measures may be required at the discretion of the director in order to ensure that sedimentation is not tracked onto public streets by construction vehicles, or washed into storm drains. Sediment deposited on the paved right-of-way shall be removed in a manner that prevents it from entering the drainage system.

- I. Stabilization of Disturbed Areas. All exposed soil shall be stabilized by application of suitable BMPs and soil stabilization measures, including but not limited to sod or other vegetation, plastic covering, mulching, or application of base course(s) on areas to be paved. All BMPs shall be selected, designed and maintained consistent with the Camas Design Standards Manual. From October 1 through July 5, no unworked soils shall remain exposed for more than two days. From July 6 through September 30, no unworked soil shall remain exposed for more than seven days. The city may permit extension of these times or require reduction of these times, including shutting down all clearing and grading activities based on current or projected weather conditions with prior approval of the director.
- J. Dust Suppression. Dust from clearing, grading, and other construction activities shall be minimized at all times. Impervious surfaces on or near the construction area shall be swept, vacuumed, or otherwise maintained to suppress dust entrainment. Any dust suppressants used shall be approved by the director. Petrochemical dust suppressants are prohibited. Watering the site to suppress dust may be prohibited, unless it can be done in a way that keeps sediment out of the drainage system.
- K. Erosion and Sediment Control. The property owner shall design and implement erosion and sediment control BMPs appropriate to the scale of the project and necessary to prevent sediment from leaving the project site.
 1. In addition to the measures in this title and other referenced ordinances and manuals, the director may impose the following additional measures, as appropriate for the project.
 - a. Performance monitoring to determine compliance with water quality standards.
 - b. Funding additional city inspection time, up to a full-time inspector.
 - c. Stopping work to control erosion and sedimentation.
 - d. Construction of additional siltation/sedimentation ponds.
 - e. Establishment a series of sediment tanks or temporary filter vaults.
 - f. Installation of high quality catch basin inserts to filter runoff.
 - g. Use of erosion control blankets, nets, or mats in addition to or in conjunction with straw mulch.
 - h. Temporary on-site stormwater conveyance systems designed, constructed, and stabilized to prevent erosion from leaving the site and impacting properties, streams, wetlands downstream of the clearing and grading activity. Stabilization measures shall be provided that comply with local BMPs at stormwater conveyance system outlets to prevent erosion of outlets, adjacent streambanks, slopes, and downstream reaches or properties.
 - i. If the initially implemented erosion and sediment BMPs do not adequately control erosion and sedimentation, additional BMPs shall be installed, including but not limited to the extraordinary BMPs described in subsection (1) of this section. It is the permittee's responsibility to ensure sediment does not leave the site in an amount that would violate applicable state, or local water quality standard(s).
 2. The timing/sequencing requirements for implementing/removing erosion and sediment control measures are as follows:
 - a. The permittee must install the temporary erosion control prior to all other clearing, grading, or construction.

- b. The permittee must remove all temporary erosion and sediment control within thirty days after final site stabilization or after control is no longer needed, per agreement with the director. Before removing such controls, the permittee must remove trapped sediment or stabilize on site. Any soils disturbed during sediment removal must be permanently stabilized by the permittee.

l. Clearing and grading including utility and road construction activities shall be allowed only from May 1st to October 1st of each year. The City may extend or shorten the dry season on a case-by-case basis depending on actual weather conditions.

Commented [MS1]: This is a reoccurring SEPA condition.

([Ord. No. 16-003](#), § I(Exh. A), 3-21-2016)

Title 16 Environment

16.13.060 - SEPA appeal.

Except for permits and variances issued pursuant to the Camas shoreline master program and consolidated appeals pursuant to Section 18.55.165(C), when any proposal or action is conditioned or denied on the basis of SEPA by a nonelected official, the decision shall be appealable to the hearings examiner. Such appeal may be perfected by the proponent or any aggrieved party by giving notice to the city of Camas clerk within fourteen days of the date the decision was issued.

Commented [MS2]: The amendment is an effort to ensure that there is consistency between all sections of code that relate to SEPA appeals.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

([Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#); [Ord. No. 17-002](#), § I(Exh. A), 3-6-2017)

Editor's note— [Ord. No. 17-002](#), § I(Exh. A), adopted March 6, 2017, amended the catchline of § 16.13.060 from "Appeal" to read as herein set out.

16.51.250 - Bonds to ensure mitigation, maintenance, and monitoring.

- A. When mitigation required pursuant to a development proposal is not completed prior to the city final permit approval, such as final plat approval, the city shall require the applicant to post a performance bond or other security in a form and amount deemed acceptable by the city. If the development proposal is subject to mitigation, the applicant shall post a mitigation bond or other security in a form and amount deemed acceptable by the city to ensure mitigation is fully functional.
- B. The bond shall be in the amount of two hundred one hundred twenty five percent of the estimated cost of the uncompleted actions, or the estimated cost of restoring the functions and values of the critical area that are at risk, whichever is greater.
- C. The bond may be in the form of a surety bond, performance bond, assignment of savings account, or an irrevocable letter of credit guaranteed by an acceptable financial institution with terms and conditions acceptable to the city attorney.
- D. Bonds or other security authorized by this section shall remain in effect until the city determines, in writing, that the standards bonded for have been met.
- E. Depletion, failure, or collection of bond funds shall not discharge the obligation of an applicant or violator to complete required mitigation, maintenance, monitoring, or restoration.

Commented [MS3]: The previous code update changed this number to 200% in chapter 17.21.050 *Financial security agreements*. As such, this section needs to be revised for consistency.

- F. Public development proposals may be relieved from having to comply with the bonding requirements of this section if public funds have previously been committed for mitigation, maintenance, monitoring, or restoration.
- G. Any failure to satisfy critical area requirements established by law or condition including, but not limited to, the failure to provide a monitoring report within thirty days after it is due, or comply with other provisions of an approved mitigation plan, shall constitute a default, and the city may demand payment of any financial guarantees or require other action authorized by the city code or any other law.
- H. Any funds recovered pursuant to this section shall be used to complete the required mitigation.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

16.53.050 - Wetland permits.

J. Wetland Permit Financial Assurances.

1. Types of Financial Assurances. The responsible official shall accept the following forms of financial assurances:
 - a. An escrow account secured with an agreement approved by the responsible official;
 - b. A bond provided by a surety for estimates that exceed five thousand dollars;
 - c. A deposit account with a financial institution secured with an agreement approved by the responsible official;
 - d. A letter of commitment from a public agency; and
 - e. Other forms of financial assurance determined to be acceptable by the responsible official.
2. Financial Assurance Estimates. The applicant shall submit itemized cost estimates for the required financial assurances. The responsible official may adjust the estimates to ensure that adequate funds will be available to complete the specified compensatory mitigation upon forfeiture. In addition, the cost estimates must include a contingency as follows:
 - a. ~~All forms of financial assurance estimates shall be multiplied by two hundred percent. Estimates for bonds shall be multiplied by one hundred fifty percent;~~
 - b. ~~All other estimates shall be multiplied by one hundred ten percent.~~
3. Waiver of Financial Assurances. For Type I wetland permits, the responsible official may waive the requirement for one or both financial assurances if the applicant can demonstrate to the responsible official's satisfaction that posting the required financial assurances will constitute a significant hardship.
4. Acceptance of Work and Release of Financial Assurances.
 - a. Release of Performance Assurance. Upon request, the responsible official shall release the performance assurance when the following conditions are met:
 - i. Completion of construction and planting specified in the approved compensatory mitigation plan;
 - ii. Submittal of an as-built report documenting changes to the compensatory mitigation plan that occurred during construction;
 - iii. Field inspection of the completed site(s); and
 - iv. Provision of the required maintenance assurance.
 - b. Release of Maintenance Assurance. Upon request, the responsible official shall release the maintenance assurance when the following conditions are met:

Commented [MS4]: The previous code update changed this number to 200% in chapter 17.21.050 Financial security agreements. As such, this section needs to be revised for consistency.

- i. Completion of the specified monitoring and maintenance program;
 - ii. Submittal of a final monitoring report demonstrating that the goals and objectives of the compensatory mitigation plan have been met as demonstrated through:
 - (A) Compliance with the specific performance standards established in the wetland permit; or
 - (B) Functional assessment of the mitigation site(s); and
 - (C) Field inspection of the mitigation site(s).
 - c. Incremental Release of Financial Assurances. The responsible official may release financial assurances incrementally only if specific milestones and associated costs are specified in the compensatory mitigation plan and the document legally establishing the financial assurance.
5. Transfer of Financial Assurances. The responsible official may release financial assurances at any time if equivalent assurances are provided by the original or a new permit holder.
6. Forfeiture. If the permit holder fails to perform or maintain compensatory mitigation in accordance with the approved wetland permit, the responsible official may declare the corresponding financial assurance forfeit pursuant to the following process:
- a. The responsible official shall, by registered mail, notify the wetland permit holder/agent that is signatory to the financial assurance, and the financial assurance holder of nonperformance with the terms of the approved wetlands permit;
 - b. The written notification shall cite a reasonable time for the permit holder, or legal successor, to comply with provisions of the permit and state the city's intent to forfeit the financial assurance should the required work not be completed in a timely manner;
 - c. Should the required work not be completed timely, the city shall declare the assurance forfeit;
 - d. Upon forfeiture of a financial assurance, the proceeds thereof shall be utilized either to correct the deficiencies which resulted in forfeiture or, if such correction is deemed by the responsible official to be impractical or ineffective, to enhance other wetlands in the same watershed or contribute to an established cumulative effects fund for watershed scale habitat and wetland conservation.
- K. Programmatic Permits for Routine Maintenance and Operations of Utilities and Public Facilities. The responsible official may issue programmatic wetland permits for routine maintenance and operations of utilities and public facilities within wetlands and wetland buffers, and for wetland enhancement programs. It is not the intent of the programmatic permit process to deny or unreasonably restrict a public agency or utility's ability to provide services to the public. Programmatic permits only authorize activities specifically identified in and limited to the permit approval and conditions.
1. Application Submittal Requirements. Unless waived by the responsible official with specific findings in the approval document in accordance with subsection (K)(2) of this section, applications for programmatic wetland permits shall include a programmatic permit plan that includes the following:
- a. A discussion of the purpose and need for the permit;
 - b. A description of the scope of activities in wetlands and wetland buffers;
 - c. Identification of the geographical area to be covered by the permit;
 - d. The range of functions and values of wetlands potentially affected by the permit;
 - e. Specific measures and performance standards to be taken to avoid, minimize, and mitigate impacts on wetland functions and values, including:
 - i. Procedures for identification of wetlands and wetland buffers;
 - ii. Maintenance practices proposed to be used;

- iii. Restoration measures;
 - iv. Mitigation measures and assurances;
 - v. Annual reporting to the responsible official that documents compliance with permit conditions and proposes any additional measures or adjustments to the approved programmatic permit plan;
 - vi. Reporting to the responsible official any specific wetland or wetland buffer degradations resulting from maintenance activities when the degradation occurs or within a timely manner;
 - vii. Responding to any department requests for information about specific work or projects;
 - viii. Procedures for reporting and/or addressing activities outside the scope of the approved permit; and
 - ix. Training all employees, contractors and individuals under the supervision of the applicant who are involved in permitted work.
2. Findings. A decision preliminarily approving or denying a programmatic wetland permit shall be supported by findings of fact relating to the standards and requirements of this chapter.
3. Approval Conditions. Approval of a programmatic wetland permit shall incorporate at least the following as conditions:
- a. The approved programmatic permit plan;
 - b. Annual reporting requirements; and
 - c. A provision stating the duration of the permit.
4. Duration and Re-authorization.
- a. The duration of a programmatic permit is for five years, unless:
 - i. An annual performance based re-authorization program is approved within the permit; or
 - ii. A shorter duration is supported by findings.
 - b. Requests for re-authorization of a programmatic permit must be received prior to the expiration of the original permit.
 - i. Re-authorization is reviewed and approved through the process described in subsection (K)(1) of this section.
 - ii. Permit conditions and performance standards may be modified through the re-authorization process.
 - iii. The responsible official may temporarily extend the original permit if the review of the re-authorization request extends beyond the expiration date.
- L. Wetland Permit—Emergency.
1. Authorization. Notwithstanding the provisions of this chapter or any other laws to the contrary, the responsible official may issue prospectively or, in the case of imminent threats, retroactively a temporary emergency wetlands permit if:
- a. The responsible official determines that an unacceptable threat to life or loss of property will occur if an emergency permit is not granted; and
 - b. The anticipated threat or loss may occur before a permit can be issued or modified under the procedures otherwise required by this act and other applicable laws.

2. Conditions. Any emergency permit granted shall incorporate, to the greatest extent practicable and feasible, but not inconsistent with the emergency situation, the standards and criteria required for nonemergency activities under this act and shall:
 - a. Be limited in duration to the time required to complete the authorized emergency activity, not to exceed ninety days; and
 - b. Require, within this ninety-day period, the restoration of any wetland altered as a result of the emergency activity, except that if more than the ninety days from the issuance of the emergency permit is required to complete restoration, the emergency permit may be extended to complete this restoration.
 3. Notice. Notice of issuance of an emergency permit shall be published in a newspaper having general circulation in the city of Camas not later than ten days after issuance of such permit.
 4. Termination. The emergency permit may be terminated at any time without process upon a determination by the responsible official that the action was not or is no longer necessary to protect human health or the environment.
- M. Revocation. In addition to other remedies provided for elsewhere in this chapter, the responsible official may suspend or revoke wetland permit(s) issued in accordance with this chapter and associated development permits, pursuant to the provisions of [the Shoreline Master Program], Appendix B, Administration and Enforcement, if the applicant or permittee has not complied with any or all of the conditions or limitations set forth in the permit, has exceeded the scope of work set forth in the permit, or has failed to undertake the project in the manner set forth in the permit.
- N. Enforcement. At such time as a violation of this chapter has been determined, enforcement action shall be commenced in accordance with the enforcement provisions of Appendix B — Administration and Enforcement, and may also include the following:
1. Applications for city land use permits on sites that have been cited or issued an administrative notice of correction or order under Title 18, or have been otherwise documented by the city for activities in violation of this chapter, shall not be processed for a period of six years provided:
 - a. The city has the authority to apply the permit moratorium to the property;
 - b. The city records the permit moratorium; and
 - c. The responsible official may reduce or wave the permit moratorium duration upon approval of a wetland permit under this section.
 2. Compensatory mitigation requirements under subsections C and D of this section may be increased by the responsible official as follows:
 - a. All or some portion of the wetland or wetland buffer impact cannot be permitted or restored in place; and
 - b. Compensatory mitigation for the impact is delayed more than one year from the time of the original citation or documentation of the violation.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

([Ord. No. 15-001](#), § VI—IX, 1-5-2015; [Ord. No. 15-007](#), § II(Exh. A), 3-16-2015; [Ord. No. 17-002](#), § I(Exh. A), II, 3-6-2017)

Footnotes:

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If priority habitats are not present in the vicinity of the proposed land use, criterion (ii) is sufficient for buffer width reductions. The development of these measures and their review by the city, which may include referral to independent qualified professionals, shall be at the applicant's expense. If proposed future land uses are more intense, they are not eligible to maintain this reduction.

16.59.090 - Performance standards—Specific hazards.

A. Erosion and Landslide Hazard Areas. Activities on sites containing erosion or landslide hazards shall meet the following requirements:

1. Management Zone Required. A management zone shall be established from all edges of erosion or landslide hazard areas. The size of the management zone shall be determined by the city to eliminate or minimize the risk of property damage, death, or injury resulting from erosion and landslides caused in whole or part by the development, based upon review of and concurrence with a critical area report prepared by a qualified professional.
 - a. Management Zone Established. A management zone shall be established from the edges of areas characterized by steep slopes, potentially unstable soils, erosion potential, or seismic activity. The management zone will be established by a qualified professional and shall adequately protect the proposed development, adjacent developments, and subject critical area. The management zone shall generally be equal to the height of the slope, or fifty feet, whichever is greater. A management zone less than fifty feet may be established if a qualified professional determines that such reduction will adequately protect the proposed development, adjacent developments, and subject critical area.
 - b. Increased Management Zone. The management zone may be increased where the city determines a larger management zone is necessary to prevent risk of damage to proposed and existing development(s);
2. Design Standards. Development under this section shall be designed to meet the following basic requirements. The requirement for long-term slope stability shall exclude designs that require periodic maintenance or other actions to maintain their level of function. The basic development design standards are:
 - a. The proposed development shall not decrease the factor of safety for landslide occurrences below the limits of 1.5 for static conditions, and 1.2 for dynamic conditions. Analysis of dynamic conditions shall be based on a minimum horizontal acceleration as established by the current version of the International Building Code,
 - b. Structures and improvements shall be clustered to avoid geologically hazardous areas and other critical areas,
 - c. Structures and improvements should minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography,
 - d. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation,
 - e. The proposed development shall not result in greater risk or a need for increased management zones on neighboring properties,
 - f. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes, and
 - g. Development shall be designed to minimize impervious lot coverage;
3. Vegetation Removal. Within a geologically hazardous area and related management zone, removal of vegetation shall be limited to the following:

- a. Selective vegetation removal as provided under ~~CMC Section 16.51.120436~~, or
 - b. The city may authorize, as part of a critical area review, vegetation removal that has been determined to have no greater adverse impact on the geologically hazardous area, and is not necessary for mitigating any other impact under this code. The determination of no greater adverse impact will take into consideration a vegetation removal plan prepared by a certified landscape architect or arborist, and reviewed by a geotechnical engineer;
4. Seasonal Restriction. Clearing and grading under a city permit shall be allowed only from May 1st to October 1st of each year, provided that the city may extend or shorten the dry season on a case-by-case basis depending on actual weather conditions;
 5. Utility Lines and Pipes. Utility lines and pipes shall be permitted in erosion and landslide hazard areas only when the applicant demonstrates that no other practical alternative is likely. The line or pipe shall be appropriately located and designed so that it will continue to function in the event of an underlying failure;
 6. Point Discharges. Point discharges from surface water facilities and roof drains onto or upstream from an erosion or landslide hazard area shall be prohibited except as follows:
 - a. Conveyed via continuous storm pipe downslope to a point where there are no erosion hazards areas downstream from the discharge,
 - b. Discharged at flow durations matching predeveloped conditions, with adequate energy dissipation, into existing channels that previously conveyed stormwater runoff in the predeveloped state, or
 - c. Dispersed discharge upslope of the steep slope onto a low-gradient undisturbed management zone demonstrated to be adequate to infiltrate all surface and stormwater runoff;
 7. Roads and utilities (see subsection (A)(5) of this section) may be permitted within a geologic hazard area or management zone if the city determines that no other reasonable alternative exists which could avoid or minimize impacts to a greater extent.
- B. Seismic Hazard Areas. Activities proposed to be located in seismic hazard areas shall meet the standards of CMC Section 16.59.080.
 - C. Other Hazard Areas. Activities on sites containing or adjacent to geologically hazardous areas, shall meet the standards of CMC Section 16.59.080.

Commented [M55]: Changed to reference correct section.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

Title 17 Land Development

17.09.030 - Preliminary short plat approval.

- A. Preapplication.
 1. In accordance with CMC Chapter 18.55, the applicant must proceed with the formal preapplication process prior to application submittal for review.
 2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography and overall lot dimensions.

B. Application/Fees. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by the City of Camas, for a complete short plat application for preliminary approval. Items may be waived if, in the judgment of the community development director, they are not applicable to the proposal:

1. Completed general application form as prescribed by the community development director with the applicable application fee;
2. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve the proposed development, and to mitigate impacts of the proposal on the surrounding transportation system, if required;
3. Complete applications for other required land use approvals applicable to the proposal;
4. Vicinity map showing location of the site; and
5. Site and development plans which provide the following information:
 - a. A preliminary plat map meeting the standards identified in CMC Section 17.01.050,
 - b. The names of owners of adjacent land and the names of any adjacent subdivisions,
 - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
 - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way, public and private access easements, parks and other open spaces, reservations, and utilities,
 - e. Location, footprint and setbacks of all existing structures on the site,
 - f. Location of sidewalks, street lighting, and street trees,
 - g. Lot area and dimensions for each lot,
 - h. Location of proposed new property lines and numbering of each lot,
 - i. Location of proposed building envelopes and sewer tanks,
 - j. Location, dimensions and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
 - k. Location of any proposed dedications,
 - l. Existing and proposed topography at two-foot contour intervals, extending to five feet beyond the project boundaries,
 - m. Location of any critical areas and critical area buffers, to indicate compliance with all applicable provisions of the critical areas legislation, as required under Title 16 and Title 18 of this code,
 - n. Description, location and size of existing and proposed utilities, storm drainage facilities, and roads to service the lots,
 - o. Locations of all fire hydrants within five hundred feet of the proposal, and
 - p. A survey of existing significant trees as required under CMC Section 18.31.080;
 - q. Show location and height of proposed retaining walls.
6. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
 - a. Two-foot contours,
 - b. The proposed lots and existing topography,

Commented [MS6]: Added an application submittal requirement.

- c. The proposed lots with proposed topography, and
 - d. Total quantities of cut and fill;
7. Preliminary stormwater plan and report;
 8. For properties with development contemplated on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
 9. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code.
- C. Review Procedures.
1. Referral to Other Departments. Upon receipt of a complete application for a short subdivision, the community development department shall transmit one copy of the application to any department or agency deemed necessary to review the proposal.
 2. Additional Submittals. The review process will determine if additional studies or submittals are required with regard to SEPA, critical areas, archeological or historical significance. If further material is required, the review process will stop until the required information is submitted in accordance with CMC Chapter 18.55.
 3. Proposed short subdivisions located adjacent to the right-of-way of state highways shall be submitted to the Washington Department of Transportation (WSDOT) for review, consideration and recommendation. This condition may be satisfied as part of the SEPA process. However, if a SEPA checklist is not required, it is the applicant's responsibility to notify WSDOT of the proposal. Recommendations from Washington Department of Transportation shall be included in the conditions of approval for the short subdivision.
 4. Community Development Director. The community development director or designee may approve, approve with modifications, or deny the application for a preliminary short plat.
- D. Criteria for Preliminary Short Plat Approval. The community development director or designee shall base their decision on an application for preliminary plat approval on the following criteria:
1. The proposed short plat is in conformance with the Camas comprehensive plan, neighborhood traffic management plan, Camas parks and open space comprehensive plan, and any other city adopted plans;
 2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the short plat which are consistent with current standards and plans as adopted in the Camas Design Standard Manual;
 3. Provisions have been made for roads, utilities, street lighting, street trees, and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;
 4. Provisions have been made for dedications, easements and reservations;
 5. Appropriate provisions are made to address all impacts identified by the transportation impact study;
 6. The design, shape and orientation of the proposed lots are appropriate to the proposed use for which the lots are intended;
 7. Provisions are made for the maintenance of commonly owned private facilities;
 8. The short plat complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations; and
 9. That the plat meets the requirements of Chapter 58.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat approval.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)

17.11.030 - Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.
2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

B. Application. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by community development department, for a complete application for preliminary subdivision approval. Items may be waived if, in the judgment of the community development director or designee, the items are not applicable to the particular proposal:

1. Completed general application form as prescribed by the community development director, with the applicable application fees;
2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);
3. Complete applications for other required land use approvals applicable to the proposal;
4. A vicinity map showing location of the site;
5. A survey of existing significant trees as required under CMC Section 18.31.080;
6. All existing conditions shall be delineated. Site and development plans shall provide the following information:
 - a. A plat map meeting the standards identified in CMC Section 17.01.050,
 - b. Owners of adjacent land and the names of any adjacent subdivisions,
 - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
 - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,
 - e. Location of sidewalks, street lighting and street trees,
 - f. Location, footprint and setbacks of all existing structures on the site,
 - g. Lot area and dimensions for each lot,
 - h. Location of proposed new property lines and numbering of each lot,
 - i. Location of the proposed building envelopes and sewer tanks,
 - j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
 - k. Location of any proposed dedications,

- l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,
- m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,
- n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,
- o. Location of all existing fire hydrants within five hundred feet of the proposal;

g. Show location and height of proposed retaining walls.

Commented [MS7]: Added an application submittal requirement.

- 7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
 - a. Two-foot contours,
 - b. The proposed lots and existing topography,
 - c. The proposed lots with proposed topography, and
 - d. Total quantities of cut and fill;
- 8. Preliminary stormwater plan and report;
- 9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
- 10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;
- 11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;
- 12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and
- 13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.

C. Review Procedures.

- 1. Referral to Other Departments. Upon receipt of a complete preliminary plat application, the community development department shall transmit one copy of the preliminary plat to any department or agency deemed necessary to review the proposal.
- 2. The review process shall follow the guidelines of CMC Chapter 18.55 for a Type III application.
- 3. Public Notice and Public Hearing. The process for public notice, hearings, decisions and appeals shall be as provided for Type III decisions as identified in CMC Chapter 18.55.

D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:

- 1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;
- 2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in the Camas Design Standard Manual;

3. Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;
4. Provisions have been made for dedications, easements and reservations;
5. The design, shape and orientation of the proposed lots are appropriate to the proposed use;
6. The subdivision complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations;
7. Appropriate provisions are made to address all impacts identified by the transportation impact study;
8. Appropriate provisions for maintenance of commonly owned private facilities have been made;
9. Appropriate provisions, in accordance with RCW 58.17.110, are made for:
 - a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and
 - b. The public use and interest will be served by the platting of such subdivision and dedication;
10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)

17.19.040 - Infrastructure standards.

Note: For the purposes of this title, the terms "street" and "road" are synonymous in meaning.

- A. Private Street. Private street(s) may be authorized when all of the following occur:
 1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;
 2. Adequate and reasonable provisions are made for the ownership, maintenance, and repair of all utilities and the proposed private streets;
 3. The proposed private streets can accommodate potential full (future) development on the lots or area being developed;
 4. Connect to no more than one public street, unless it is an alley;
 5. Conform to the Camas Design Standard Manual;
 6. Alleys shall be privately owned and maintained;
 7. Access requirements for recycle service, garbage service, and emergency vehicles are provided;
 8. Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat, e.g. Towing service.

B. Streets.

1. Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual.
2. Streets abutting the perimeter of a development shall be provided in accordance with CMC 17.19.040(B)(1) above, and the Design Standard Manual. Additional paving may be required to ensure safe and efficient roads to exist to serve the land development and provide bike lanes.
3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:
 - a. If the future grade or alignment of the adjacent public street is unknown and it is not feasible to establish the grade in a reasonable period;
 - b. The immediate improvement of the street would result in a short, isolated segment of improved street;
 - c. The frontage is part of an impending or eminent city street improvement project;
 - d. Street improvements in the vicinity are unlikely to occur within six years.
4. In the event the frontage improvement is delayed, the owner must provide an approved form or financial surety in lieu of said improvements.
5. Dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.
6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the public works department and authorized by city council in approval of the plat.
 - a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.
 - b. Grading of steep topography may be necessary to achieve this objective.
7. Names. All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24
8. Right-of-way, tract and pavement widths for streets shall be based on Table 17.19.040-1 and Table 17.19.040-2.

Table 17.19.040-1 Minimum Private Street Standards

Private Road/Street	Tract Width	Pavement Width	Sidewalk
A. Access to four or less dwelling units ²	20'	12'	Sidewalk optional, no parking on both sides.

B. Access to five or more dwelling units less than or equal to 100' in length ³	30'	20'	Five-foot detached sidewalk on one side, with planter strip, no parking on both sides.
C. Access to five or more dwelling units greater than 100' and not over 300' in length ³	42'	28'	Five-foot detached sidewalk on one side, with planter strip, no parking on one side.
D. Access to five or more dwelling units, greater than 300 feet in length ³	48'	28'	Five-foot detached sidewalks required on both sides of the street, with planter strip. No parking on one side.
E. Alley	2018'	1816'	No parking on both sides.
F. Commercial/Industrial ²	40'	24'	Five-foot detached sidewalk on one side, with planter strip, no parking both sides.

Commented [MS8]: Increased alley widths.

Table 17.19.040-2 Minimum Public Street Standards

Public Street	Right-of-Way	Pavement Width	Sidewalk
A. Street (by approval of City Engineer) ¹	52'	28'	Five foot detached sidewalk on both sides, with planter strip, no parking on one side.
B. Street (two lane)	60'	36'	Five foot detached sidewalks required on both sides of the street, with planter strip. Bike lanes required on collectors and arterials, no on-street parking.
C. Street (three lane)	74'	46' to include 12' median	Six foot detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking.
D. Street (five lane)/Arterial	100'	74' to include 14' median	Six foot detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking.

Notes to tables above:

¹ All buildings abutting a street designed and constructed with less than 36 feet of pavement width shall have automatic fire sprinkler systems installed that comply with NFPA 13D or 13R.

² Access to two lots or less may be designed and established as an easement rather than a tract. Garbage and recycling containers shall be placed at the public right-of-way. If roadway is less than 150 feet in length, the minimum structural road section is exempt.

³ Road/street lengths are calculated to include the cumulative network.

9. Intersections. Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as possible, shall not exceed fifteen degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve feet.

10. Street Layout. Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.

a. Circulation Plan. Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off-site:

- i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the director;
- ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;
- iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);
- iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and
- v. Site access points for vehicles, pedestrians, bicycles, and transit.

b. Cross-circulation shall be provided that meets the following:

- i. Block lengths shall not exceed the maximum access spacing for the roadway class per the city's design standards manual.
- ii. Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street or pedestrian oriented use.
- iii. The city engineer may recommend approval of a deviation to the design standards of this section based on findings that the deviation is the minimum necessary to address the constraint and the application of the standard if impracticable due to topography, environmental sensitive lands, or existing adjacent development patterns.

c. While it is important to minimize the impact to the topography from creating an integrated road system, improved site development and circulation solutions shall not be sacrificed to minimize the amount of cut and fill requirements of the proposal.

d. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.

- e. When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off-street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.
 - f. When, on the basis of topography, projected traffic usage or other relevant facts, it is unfeasible to comply with the foregoing right-of-way, tract and street width standards, the approval authority, upon recommendation from the city engineer, may permit a deviation from the standards of Table 17.19.040-1 and Table 17.19.040-2.
 - g. The city engineer or designee may determine a wider width is necessary due to site circumstances, including but not limited to topography, traffic volume, street patterns, on-street parking, lot patterns, land use and bike and transit facilities that justify an increase in width.
 - h. When existing streets adjacent to or within land to be developed are of inadequate width, additional right-of-way shall be provided at the time of land development.
11. Access Management.
- a. Access to all marginal access streets shall be restricted so as to minimize congestion and interference with the traffic carrying capacity of such street, and to provide separation of through and local traffic in accordance with CMC 17.19.030.D.6. The restrictions imposed shall be in accordance with the Camas Design Standards Manual.
 - b. The city engineer may grant exceptions to the access restriction policies and standards when no other feasible access alternative exists.
12. Street Design. When interior to a development, publicly owned streets shall be designed and installed to full width improvement as a means of insuring the public health, safety, and general welfare in accordance with the city comprehensive plans. Full width improvements shall include utility easements, sidewalks, bike lanes as necessary, and control of stormwater runoff, street lighting, and signage, as provided below.
- a. Shall be graded as necessary to conform to Camas Design Standard Manual.
 - b. Grades shall not exceed six percent on major and secondary arterials, ten percent on collector streets, or twelve percent on any other street. However, provided there are no vehicular access points, grades may be allowed up to fifteen percent when:
 - i. Exceeding the grades would facilitate a through street and connection with a larger neighborhood;
 - ii. The greater grade would minimize disturbance of critical slopes;
 - iii. Automatic fire sprinklers are installed in all structures where the fire department response to the structure requires travel on the grade;
 - iv. Tangents, horizontal curves, vertical curves, and right-of-way improvements conform to public works department standards;
 - v. Full width improvement is required as a condition of the land use approval in accordance with city standards; and
 - vi. In flat areas allowance shall be made for finished street grades having a minimum slope of one-half percent.
 - c. Centerline radii of curves shall be not less than three hundred feet on primary arterials, two hundred feet on secondary arterials, or seventy feet on other streets.
 - d. Shall be of asphaltic concrete according to Camas Design Standard Manual.

- e. Shall have concrete curbs and gutters. Curb return radii shall be no less than thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets. Larger radii may be required at the direction of the city engineer.
 - f. Shall have storm drains in accordance with the Camas Design Standard Manual.
13. Sidewalks shall be constructed as specified in Camas Design Standard Manual. See Table 17.19.040-1 and Table 17.19.040-2 for dimensions.
- a. Prior to final acceptance of any land development, the developer shall install sidewalks, when required under Table 17.19.040-1 and Table 17.19.040-2, adjacent to or within all public or common areas or tracts, and at all curb returns. Sidewalks along individual lots may be deferred at the discretion of the city engineer until occupancy of the primary structure. Further, any trail or trails, including but not limited to the T-5 and T-1 trails, identified in the most recent Camas Parks and Open Space Plan shall be constructed prior to final acceptance;
 - b. All sidewalk areas shall be brought to sub grade by the developer at the time of improving streets.
14. Cul-de-sacs. A cul-de-sac greater than four hundred feet from the centerline-to-centerline intersections shall require special considerations to assure that garbage, recycle, and emergency vehicles have adequate access. Buildings on all lots located more than four hundred feet from the centerline-to-centerline intersections shall have automatic fire sprinklers.
15. Turn-arounds. Adequate provisions for turn arounds shall be provided and shall be designed and installed in a manner acceptable to the city engineer, or in accordance with the Camas Design Standard Manual, if applicable.
- C. Utilities.
1. Generally. All utilities designed to serve the development shall be placed underground and, if located within a critical area, shall be designed to meet the standards of the critical areas ordinance.
- a. Those utilities to be located beneath paved surfaces shall be installed, including all service connections, as approved by the public works department; such installation shall be completed and approved prior to application of any surface materials.
 - b. Easements may be required for the maintenance and operation of utilities as specified by the public works department.
2. Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance with city standards.
- a. Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.
 - b. Duplex units may have up to two sewer services at the discretion of the engineering and public works departments.
 - c. Multifamily units shall have one sewer lateral per building.
 - d. Commercial or industrial units shall have privately owned and maintained sewer systems acceptable to the city.
 - e. Capacity, grade and materials shall be as required by the city engineer. Design shall take into account the capacity and grade to allow for desirable extension beyond the development. The city will not require the developer to pay the extra cost of required oversize sewer mains or excessive depth of mains necessary to provide for extension beyond the development.
 - f. If sewer facilities mandated by this section will, without additional sewer construction, directly serve property outside the development, equitable distribution of the costs thereof shall be made as follows:

- i. If the property outside the development is in a stage of development wherein the installation of sewer facilities may occur, then the city may require construction as an assessment project, with appropriate arrangements to be established with the developer to insure financing their proportional share of the construction.
 - ii. In the event the sewer facility installation is not constructed as an assessment project, then the city shall reimburse the developer an amount estimated to be equal to the proportionate share of the cost for each connection made to the sewer facilities by property owners outside of the development, limited to a period of fifteen years from the time of installation. At the time of the approval of the plat, the city shall establish the actual amount of reimbursement, considering current construction costs.
 - g. Developments that require a sanitary sewer pumping station that will be conveyed to the city for future operation and maintenance shall be shown on a separate tract, and be dedicated to the city at the time the plat is recorded.
- 3. Storm Drainage. The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.
 - a. Storm drainage facilities shall be placed on their own tract or within an open space tract and are to be maintained by the homeowners within the development in accordance with city standards. Alternatively, the city may allow, on a case by case basis, a development to connect to an off-site storm drainage facility provided such facility will be adequately sized and appropriate agreements are in place for maintenance of said facility. Provisions must be in writing informing the homeowners of the responsibility and outlining the maintenance procedures in accordance with adopted city standards.
 - b. Drainage facilities shall be provided within the development. When available and required by the public works department, drainage facilities shall connect to storm sewers outside of the development.
 - c. Capacity, grade and materials shall be as provided by the city engineer. Design of drainage within the development shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the development and to allow extension of the system to serve such areas.
 - d. All stormwater generated by projects shall be treated, detained, and disposed of in accordance with the applicable standards set forth in CMC 14.02. Any deviations from the aforementioned standards shall be submitted in writing to the director of public works for his review and approval.
 - e. All lots shall provide drainage for stormwater runoff from roof and footing drains to an approved drainage system. Rear yard low point area drains and/or storm drain lateral stubs connected to an approved drainage system shall be provided to each lot as necessary to prevent stormwater runoff impacts to adjoining parcels as determined by the city.
- 4. Water System.
 - a. Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with city design standards. Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code. The distance between fire hydrants, as indicated in the fire code, is allowed to be doubled when automatic fire sprinklers are installed throughout the development.
 - b. Each unit of a duplex shall have its own water service.
 - c. Multifamily units shall have one service for each building.

- d. Landscaping in open space tracts must have a service for an irrigation meter. The owner of the tract is responsible for payment for all fees associated with the installation of the meter and the water usage.

(Ord. 2491 § 1 (Exh. A), 2007; Ord. 2483 § 1 (Exh. A (part)), 2007; Ord. 2450 § 1, 2006; Ord. 2443 § 2 (Exh. A (part)), 2006)

(Ord. No. 2545, § II, 5-4-2009; Ord. No. 2582, § III, 2-1-2010; Ord. No. 2612, § I(Exh. A), 2-7-2011; [Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#); [Ord. No. 17-005](#), §§ I(Exh. A), II, 5-15-2017)

17.21.030 - Land disturbing activities—Erosion prevention/ sediment control.

Any person, company, corporation, group, entity or jurisdiction proposing to commence any land-disturbing activity, shall be required to meet the following standards:

- A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.
- B. ~~Furnish to the city an approved form of security in the amount of two hundred percent of the estimated cost of the erosion prevention/sediment control measures, including associated labor, set forth in the approved erosion prevention/sediment control plan for all land-disturbing activities of an acre or more. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.~~
- C. Construct any storm drainage facilities required to detain and dispose of stormwater generated by the project, prior to commencement of work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.
- D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

17.21.060 - Final plat or short plat procedures for land divisions.

- A. Application. The following items are required, in quantities specified by the community development department, for a complete application for final plat or short plat approval. Items may be waived if, in the judgment of the community development department, the items are not applicable to the particular proposal:

Commented [MS9]: Changed 17.21.030(B) to same language as 14.06.200- Bonds and insurance.
14.06.200 - Bonds and insurance.
For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.
(Ord. No. 2613, § II(Exh. A), 3-7-2011)

1. Completed general application form and applicable fees;
2. An eight and one-half inches by eleven inches copy of the final plat;
3. Documentation of the square footage of each lot and mathematical boundary closure of the subdivision, of each lot, tract and block, of street centerlines, showing the error of closure, if any;
4. Three copies of the final plat or short plat survey in conformance with the standards set forth in CMC Sections 17.01.050, ~~17.09.030~~ and ~~17.11.020~~, as applicable;
5. A plat certificate from title insurance company documenting the ownership and title of all interested parties in the plat or short plat, subdivision or dedication, and listing all encumbrances. The certificate must be dated within forty-five calendar days prior to the date of filing the application for final plat or short plat approval;
6. Public improvements must either be complete or secured. If secured, the developer/owner must submit a subdivision improvement bond or other financial security in a form acceptable to the city attorney in the amount of one hundred ~~twenty five percent~~ of improvement cost of deferred improvement and in accordance with CMC Section 17.21.050(B)(1);
7. Any documentation necessary to demonstrate conditions of preliminary plat or short plat approval have been met; and
8. Private covenants intended to be recorded with the plat or short plat that include provisions for maintenance of all required improvements, such as storm or sewage facilities, open space areas, etc.

Commented [MS10]: Changed to reference correct section.

Commented [MS11]: Changed to correct percentage.

B. Contents of Final Plat or Short Plat.

1. The final plat or short plat shall include the survey information in CMC Section ~~17.050~~ 17.0501.050(A) and (B).
2. Statements. The plat shall include the following statements, and certificates of dedication when required:
 - a. A certificate with the seal of and signature of the surveyor responsible for the survey and preliminary plat in accordance with RCW 58.09.080.
 - b. Certification of examination and approval by the county assessor.
 - c. Recording certificate for completion by the Clark County auditor.
 - d. Signature lines for the city of Camas community development director or designee, and fire chief or designee.
 - e. Certification by the city engineer or designee that the developer has complied with the following:
 - i. All improvements have been installed or financially secured for in accordance with the requirements of this title and with the preliminary plat approval;
 - ii. All improvements can or will meet current public works drawing standards for road, utility and drainage construction plans;
 - iii. Original and reproducible mylar or electronic records in a format approved by the public works director or designee and certified by the designing engineer as being "as constructed" have been submitted or financially secured for city records.
 - f. City of Camas finance director certificate that states there are no delinquent special assessments, and that all special assessments on any of the property that is dedicated as streets, alleys or for other public use are paid in full at the date of certification.
 - g. Signature line for the mayor of the city of Camas.

Commented [MS12]: Changed to reference correct section.

C. Monumentation.

1. Imprinted Monument. All monuments set in land division shall be at least one-half-inch by twenty-four-inch steel bar or rod, or equivalent, with durable cap imprinted with the license number of the land surveyor setting the monument.
 2. Centerline Monument. After paving, except as provided in CMC Chapter 17.19, monuments shall be driven flush with the finished road surface at the following intersections:
 - a. Centerline intersections;
 - b. Points of intersection of curves if placement falls within the paved area; otherwise, at the beginnings and endings of curves;
 - c. Intersections of the plat boundaries and street centerlines.
 3. Property Line Monumentation. All front corners, rear corners, and beginnings and endings of curbs shall be set with monuments, except as provided in CMC Chapter 17.19. In cases where street curbs are concentric and/or parallel with front right-of-way lines, front property line monumentation may be provided by brass screws or concrete nails at the intersections of curb lines and the projections of side property lines. If curb monumentation is used, it shall be noted on the plat, and also that such monumentation is good for projection of line only and not for distance.
 4. Post-Monumentation. All monuments for exterior boundaries of the land division shall be set and referenced on the plat prior to plat recording. Interior monuments need not be set prior to recording if the developer certifies that the interior monuments shall be set within ninety days of final land division construction inspection by the public works department, and if the developer guarantees such interior monumentation.
 5. Post-Monumentation Bonding. In lieu of setting interior monuments prior to final plat recording as provided in CMC Chapter 17.19, the public works director may accept a performance bond in an amount and with surety and conditions satisfactory to the director or other secure method as the public works director may require, providing for and securing the actual setting of the interior monuments.
- D. Final Plat or Short Plat Approval Review Procedures.
1. Referral to Other Departments and Agencies. The community development department shall distribute the final plat or short plat to all departments and agencies receiving the preliminary plat or short plat, and to any other departments, special purpose districts and other governmental agencies deemed necessary for their review and comments.
 2. Departmental Approval. The community development department and other interested departments and agencies shall review the final plat or short plat, legal descriptions and lot closures and submit to the community development department written comments with respect to the final plat or short plat decision criteria.
 3. The community development department shall return the redlined plat or short plat with all department comments to the applicant's architect or engineer, and a copy of the comments to the applicant.
- E. Criteria for Final Plat or Short Plat Approval. The approval authority for subdivision final plats is the city council, and the community development department is the approval authority for short plats. If a subdivision, then all documents deemed necessary by the city for final plat approval must be submitted to the community development department no later than a minimum of fourteen calendar days prior to the city council meeting. The following criteria is the basis for approval:
1. That the proposed final plat or short plat bears the required certificates and statements of approval as required in CMC Section: ~~17.21.060(B)(2)~~ ~~17.01.050(C)~~;
 2. That the title insurance report furnished by the developer/owner confirms the title of the land, and the proposed subdivision is vested in the name of the owner(s) whose signature(s) appears on the plat certificate;

Commented [MS13]: Changed to reference the correct section.

3. That the facilities and improvements required to be provided by the developer/owner have been completed or, alternatively, that the developer/owner has submitted with the proposed final plat or short plat an improvement bond or other security in conformance with CMC Section 17.21.040;
 4. That the plat or short plat is certified as accurate by the land surveyor responsible for the plat or short plat;
 5. That the plat or short plat is in substantial conformance with the approved preliminary plat or short plat; and
 6. That the plat or short plat meets the requirements of Chapter 58.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat or short plat approval.
- F. Signing the Plat or Short Plat. Once the community development department verifies that all corrections have been made, the applicant shall submit two mylar copies for signature.
- G. Filing the Plat or Short Plat. The applicant shall file the final plat or short plat with the recording division of the Clark County auditor's office. The plat or short plat will be considered complete when a copy of the recorded documents are returned to the City of Camas Community Development Department.
- H. Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance, after review and approval by the city consistent with CMC 18.07.040 Table 2. Building permits for any other residential ~~or commercial~~ buildings will not be ~~accepted issued~~ until after final acceptance.

Commented [MS14]: Only pertains to residential not commercial buildings.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; [Ord. No. 17-005](#), § I(Exh. A), 5-15-2017)

Title 18 Zoning

18.05.050 - Commercial and industrial zones.

The purpose of the commercial, industrial, and high technology zones are to provide services and employment primarily to residents. These areas are zoned according to the services they provide. As a result, each zone has different characteristics as summarized below:

- A. NC Neighborhood Commercial. This zone provides for the day-to-day needs of the immediate neighborhood. This zone is intended to be small, but fairly numerous throughout the city. Convenience goods (e.g., food, drugs and sundries), along with personal services (e.g., dry cleaning, barbershop or beauty shop), are common goods and services offered.
- B. CC Community Commercial. This zone provides for the goods and services of longer-term consumption, and tend to be higher-priced items than the neighborhood commercial zone district. Typical goods include clothing, hardware and appliance sales. Some professional services are offered, e.g., real estate office or bank. Eating and drinking establishments may also be provided. This zone tends to vary in size, but is larger than the neighborhood commercial zone.
- C. RC Regional Commercial. This zone provides apparel, home furnishings, and general merchandise in depth and variety, as well as providing services for food clusters and some recreational activities. Regional commercial is the largest of the commercial zones and is designed to serve the region or a significant portion of the region's population.

- D. DC Downtown Commercial. This zone is designated as a large community commercial area, providing a large range of goods and services. This area is designed to promote commercial diversification to serve the immediate residential and office uses in the surrounding areas. Compact development is encouraged that is supportive of transit and pedestrian travel, through higher building heights and floor area ratios than those found in other commercial districts.
- E. LI Light Industrial. This zone provides for uses that are more compatible with commercial, residential, or multifamily uses. Typical uses in this zone include assembly and manufacturing of electronic and precision instruments. More intensive industry, e.g., metal fabrication, is excluded.

F. BP Business Park: This zone provides for employment growth in the city by protecting industrial areas for future employment. Design of business park facilities in this district will be campus-style, with landscaped buffers, and architectural features compatible with surrounding areas.

Commented [MS15]: Added a Business Park definition.

- GF. LI/BP Light Industrial/Business Park. This zone provides for uses such as, offices related to industrial usage, research and development, limited commercial, and associated warehousing uses, including the provision of employee recreation opportunities. Development in campus-like setting with generous landscaping, well-designed buildings and near major traffic corridors is anticipated.
- HG. HI Heavy Industrial. This zone provides for a wide range of industrial and manufacturing uses. Types of activities in this zone include assembly, manufacturing, fabrication, processing, bulk handling and storage, research facilities, associated warehousing, and heavy trucking.
- IH. MX Mixed Use. This zone provides for a wide range of commercial and residential uses. Compact development is encouraged that is supportive of transit and pedestrian travel.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2547, § III(Exh. C), 5-18-2009; [Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#))

18.27.050 - Development standards.

- A. Number. No more than one accessory dwelling unit per legal lot is permitted, and it must be accessory to a single-family residence. A lot of record lawfully occupied by two or more single-family residences shall not be permitted to have an accessory dwelling unit, unless the lot is short platted under Title 17 of this code. If a short plat is approved, an accessory dwelling unit for each dwelling unit is permitted only if all dimensional standards of the underlying zone, and all other provisions of this chapter are met.
- B. Lot Area. No accessory dwelling unit shall be permitted on a lot of less than five thousand square feet.
- C. Building Permit. The applicant must apply for a building permit for an accessory dwelling unit. An ADU shall comply with applicable building, fire, health, and safety codes. Addressing of the ADU shall be assigned by the building department, with approval by the fire department. An ADU cannot be occupied until a certificate of occupancy is issued by the building department.
- D. Conformance to Zoning. The addition of an accessory dwelling unit shall not make any lot, structure or use nonconforming within the development site. An accessory dwelling unit shall conform to existing requirements for the primary residence, including, but not limited to, lot coverage, front, side, and rear yard setbacks. Building height is limited to twenty-five feet for a detached ADU. Building height requirements of the underlying zone apply to the ADU for internal conversion, or structural addition to the existing primary dwelling.
- E. Outbuilding Size. For purposes of this section, an accessory structure (such as a garage or other outbuilding, but not a detached accessory dwelling unit) which contains an accessory dwelling unit may not cover more than ten percent of the total site area.

- F. Total Floor Area. The total gross floor area of an accessory dwelling unit shall not exceed forty percent of the area of the primary dwelling's living area. The living area of the primary unit excludes uninhabitable floor area and garage or other outbuilding square footage whether attached or detached.
- G. Number of Bedrooms. An accessory dwelling unit shall not contain more than one bedroom.
- H. Parking. An accessory dwelling unit shall have a minimum of one on-site parking space, in addition to the primary dwelling unit's designated parking spaces.
- I. Architectural Design. The exterior appearance of an addition or detached accessory dwelling unit shall be architecturally compatible with the primary residence. Compatibility includes coordination of architectural style, exterior building materials and color, roof material, form and pitch, window style and placement, other architectural features, and landscaping.
- J. Entrances. For an accessory dwelling unit created by internal conversion or by an addition to an existing primary dwelling, only one entrance may be located on the front of the house, unless the house contained additional front doors before the conversion. Secondary entrances should be located on the side or rear of the primary residence to the extent possible.
- K. Utilities. An accessory dwelling unit shall connect to public sewer and water. A home or lot not connected to public sewer and water, which adds an accessory dwelling unit, shall connect to public sewer and water.
- L. Nonconformity. A home or lot which has an accessory dwelling unit which was established prior to adoption of this chapter may be approved for a building permit, subject to the provisions of Chapter 18.41 "Nonconforming Lots, Structures and Uses."

~~M. Impact Fees. Accessory dwelling units shall be subject to impact fees at the following rates: twenty five percent of the single family rate for internal conversions, and thirty five percent for external conversions.~~

Commented [MS16]: Eliminate impact fees to encourage the development of ADU's.

MN. Owner Occupancy. Prior to the issuance of a building permit establishing an accessory dwelling unit, the applicant shall record the ADU as a deed restriction with the Clark County auditor's office. Forms shall be provided by the city stating that one of the dwelling units is and will continue to be occupied by the owner of the property as the owner's principal and permanent residence for as long as the other unit is being rented or otherwise occupied. The owner shall show proof of ownership, and shall maintain residency for at least six months out of the year, and at no time receive rent for the owner occupied unit. Falsely certifying owner occupancy shall be considered a violation of the zoning ordinance, and is subject to the enforcement actions.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)
 (Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014)

18.55.030 - Summary of decision making processes.

The following decision making process table provides guidelines for the city's review of the indicated permits:

Table 1 - Summary of decision making processes

Approval Process							
Permit Type	I	II	III	Shore	SEPA	BOA	IV

Archaeological		X	X				
Binding site plans		X					
Boundary line adjustment	X						
Building permits	X						
Certificate of occupancy	X						
Conditional use			X ⁽⁵⁾				
Design review	X	X					
	Minor	Major					
Final plats ⁽²⁾	X						
Home occupations	X	X					
	Minor	Major					
LI/BP		X ⁽¹⁾	X ⁽⁴⁾				
Minor modifications	X						
Plan/zone change							X
Planned development final master plan ⁽³⁾	X						
Planned development preliminary master plan			X ⁽⁴⁾				
Preliminary subdivision plat			X ⁽⁵⁾				
Critical Sensitive areas/OS		X	X				
SEPA threshold determination						X	
Shorelines permit				X			
Short plat		X					

Commented [MS17]: Differentiates Type I and II approval processes for design review.

Commented [MS18]: Updated sensitive areas to critical areas.

Sign permits	X						
Site plan review		X					
Temporary uses	X						
Variance (minor)	X						
Variances (major)						X	
Zone change/single tract			X ⁽⁵⁾				
Zone code text changes							X

Notes:

- ⁽¹⁾ For development proposals subsequently submitted as part of an approved master plan, subarea plan, or binding site plan.
- ⁽²⁾ Section 17.21.060 for final plat approval.
- ⁽³⁾ Section 18.23.130 for final master plan approval.
- ⁽⁴⁾ Planning commission hearing and city council decision.
- ⁽⁵⁾ Hearing and final decision by hearings examiner.

Permit Types.

- A. Type I Decisions. The community development director or designee shall render all Type I decisions. Type I decisions do not require interpretation or the exercise of policy or legal judgment in evaluating approval standards. The process requires no public notice. The approval authority's decision is generally the final decision of the city. Type I decisions by the building division may be appealed to the board of adjustment.
- B. Type II Decisions. The community development director or designee shall render the initial decision on all Type II permit applications. Type II decisions involve the exercise of some interpretation and discretion in evaluating approval criteria. Applications evaluated through this process are assumed to be allowable in the underlying zone. City review typically focuses on what form the use will take, where it will be located in relation to other uses, natural features and resources, and how it will look. However, an application shall not be approved unless it is or can be made to be consistent, through conditions, with the applicable siting standards and in compliance with approval requirements. Upon receipt of a complete application the director determines completeness, issues a notice of application (consolidated review only), reviews and renders a notice of decision. The director's decision shall become final at the close of business on the fourteenth day after the date on the decision unless an appeal is filed. If an appeal is received the hearings examiner will review the decision based on the record and render the city's final decision.

- C. Type III Decisions. Type III decisions involve the greatest amount of discretion and/or evaluation of approval criteria. Applications evaluated through this process commonly involve conditional uses, subdivisions, and development within the city's light industrial/business park. Upon receipt of a complete application, notice of public hearing is mailed to the owners of record of the subject property, the applicant, and owners of real property within three hundred feet of the subject tract, based upon Clark County assessment records. The notice of public hearing is issued at least fourteen days prior to the hearing, and the staff report is generally made available five days prior to the hearing. If a SEPA threshold determination is required, the notice of hearing shall be made at least fifteen days prior to the hearing and indicate the threshold determination made, as well as the timeframe for filing an appeal. Type III hearings are subject to either a hearing and city final decision by the hearings examiner, or subject to a hearing and recommendation from the planning commission to the city council who, in a closed record meeting, makes the final city decision.
- D. Shoreline (SMP, Shore). The community development director acts as the "administrator." A shoreline management review committee reviews a proposal and either determines to issue a permit, or forward the application to the planning commission or hearings examiner, as appropriate. Shoreline regulations are found at Section 18.55.330 and the Camas Shoreline Master Program (2012, or as amended).
- E. SEPA (State Environmental Policy Act). When the City of Camas is the lead agency, the community development director shall be the responsible official. The procedures for SEPA are generally provided for under Title 16 of this code, as well as Sections 18.55.110 and 18.55.165 of this chapter.
- F. Board of adjustment decisions are the final decision of the city, except as provided in Section 18.45.020 Approval process of this title.
- G. Type IV Decisions. Type IV decisions are legislative actions which involve the adoption or amendment of the city's land use regulations, comprehensive plan, map inventories, and other policy documents that affect the entire city, large areas, or multiple properties. These applications involve the greatest amount of discretion and evaluation of subjective approval criteria, and must be referred by majority vote of the entire planning commission onto the city council for final action prior to adoption by the city. The city council's decision is the city's final decision.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; [Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#))

18.55.200 - Appeals—Generally.

- A. Type II decisions may be appealed to the hearings examiner.
- B. The following decisions may be appealed to the City Council: (1) Shoreline master program permits; (2) SEPA decisions; (3) civil regulatory orders, and (4) civil fines. For all other decisions under this chapter, there is no appeal to any other decision maker within the city.
- C. All appeals are initiated by filing a notice of appeal with the director within fourteen days of issuance of the decision being appealed.
- D. The notice of appeal shall be in writing and contain the following information:
 - (1) Appellant's name, address and phone number;
 - (2) Appellant's statement describing his or other standing to appeal;
 - (3) Identification of the application which is the subject of the appeal;
 - (4) Appellant's statement of grounds for the appeal and the facts upon which the appeal is based;
 - (5) The relief sought, including the specific nature and extent;

- (6) A statement that the appellant has read the notice of appeal and believes the content to be true, followed by the appellant's signature.
- E. The notice of appeal shall be accompanied by an appeal fee as set forth in a fee schedule adopted by resolution.
- F. Appeals of civil regulatory orders and civil fines shall be heard de novo by the city council. All other appeals, with the exception of SEPA appeals subject to Section 18.55.165(C), shall be closed record hearings before the city council.
- G. Notice of any appeal shall be given to those entitled to notice of the decision or determination being appealed.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

(Ord. No. 2583, § I, 4-5-2010; Ord. No. 2612, § I(Exh. A), 2-7-2011)

DRAFT

Commented [MS19]: The amendment is an effort to ensure that there is consistency between all sections of code that relate to SEPA appeals.

Minor Amendments to Camas Municipal Code (CMC)

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Title 15 Buildings and Construction

15.50.090 - Clearing and grading standards.

The purpose of this section is to provide general standards for all clearing and grading activities undertaken within the city of Camas. This section is intended to apply to all clearing and grading activities including both activities that do and do not require formal approval by the city.

- A. Minimize Potential Impacts. All clearing and grading activities shall be conducted so as to minimize potential adverse effects of these activities on surface water quality and quantity, groundwater recharge, fish and wildlife habitat, adjacent properties, and downstream drainage channels. The permittee shall attempt to prevent impacts and minimize the clearing of naturally occurring vegetation, retain existing soils, and maintain the existing natural hydrological functions of the site.
 1. If working on a phased project, clearing and grading activities must be confined to the particular phase of the project in which full civil improvements are being constructed. Future phases may not be cleared or graded to assist the contractor in balancing the overall site.
- B. Mark Clearing and Grading and Land Disturbance Limits. Prior to commencing activity, the applicant shall establish and mark on-site clearing and grading limits and other critical site features as appropriate with orange construction fence or other means approved by the city.
- C. Natural Features and Vegetation Retention. Wherever possible, vegetation, drainage, and other natural features of the site shall be preserved, and the grading and clearing shall be performed in a manner that minimizes impacts resulting from building, road, and utility footprints. Groundcover and tree disturbance shall be minimized, and root zones shall be protected.
- D. No ground cover or trees located within a required critical area or its established buffer shall be removed, nor shall any mechanical equipment operate in such areas, provided that conditions deemed by the director to be a public nuisance may be removed.
- E. Aesthetics. Land disturbance activity undertaken in such a manner so as to preserve and enhance the city of Camas aesthetic character. Important landscape characteristics that define the aesthetic character, such as large trees (over eight inches dbh), important vegetative species, and unique landforms or other natural features shall be preserved to the extent practicable.
- F. Site Containment. Erosion, sediment, and other impacts resulting from any clearing and grading activity shall be contained on site. Containment of such impacts may require temporary erosion/sedimentation control measures during and immediately following clearing and grading activities. The faces of slopes shall be prepared and maintained to control erosion. Check dams, riprap, plantings, terraces, diversion ditches, sedimentation ponds, straw wattles, or other devices or methods shall be employed where necessary to control erosion and provide safety. Devices or procedures for erosion protection shall be initiated or installed as soon as possible during grading operations and shall be maintained in operable condition by the owner.
- G. Protection of Adjacent Properties. Adjacent properties, storm drain inlets, and the downstream natural and built drainage system shall be protected from sediment deposition and erosion by appropriate use of BMPs such as vegetative buffer strips, sediment barriers or filters, dikes or mulching, or by a combination of soil stabilization measures. If protection is inadequate and deposition occurs on the adjacent property, public right-of-way, or drainage system, the permittee shall immediately remove the deposited sediment and restore the affected area to its original condition. Downstream properties and waterways shall be protected from erosion and sedimentation during construction due to temporary increases in the volume, velocity, and peak flow rate of runoff from the site by use and implementation of sediment ponds, or other acceptable methods to the city engineer.
- H. Construction Access. Construction vehicle access shall be, whenever feasible, limited to one route. A temporary access road shall be provided at all sites. Access surfaces shall be stabilized to minimize the

tracking of sediment onto adjacent roads by utilizing appropriate BMPs. Other measures may be required at the discretion of the director in order to ensure that sedimentation is not tracked onto public streets by construction vehicles, or washed into storm drains. Sediment deposited on the paved right-of-way shall be removed in a manner that prevents it from entering the drainage system.

- I. Stabilization of Disturbed Areas. All exposed soil shall be stabilized by application of suitable BMPs and soil stabilization measures, including but not limited to sod or other vegetation, plastic covering, mulching, or application of base course(s) on areas to be paved. All BMPs shall be selected, designed and maintained consistent with the Camas Design Standards Manual. From October 1 through July 5, no unworked soils shall remain exposed for more than two days. From July 6 through September 30, no unworked soil shall remain exposed for more than seven days. The city may permit extension of these times or require reduction of these times, including shutting down all clearing and grading activities based on current or projected weather conditions with prior approval of the director.
- J. Dust Suppression. Dust from clearing, grading, and other construction activities shall be minimized at all times. Impervious surfaces on or near the construction area shall be swept, vacuumed, or otherwise maintained to suppress dust entrainment. Any dust suppressants used shall be approved by the director. Petrochemical dust suppressants are prohibited. Watering the site to suppress dust may be prohibited, unless it can be done in a way that keeps sediment out of the drainage system.
- K. Erosion and Sediment Control. The property owner shall design and implement erosion and sediment control BMPs appropriate to the scale of the project and necessary to prevent sediment from leaving the project site.
 1. In addition to the measures in this title and other referenced ordinances and manuals, the director may impose the following additional measures, as appropriate for the project.
 - a. Performance monitoring to determine compliance with water quality standards.
 - b. Funding additional city inspection time, up to a full-time inspector.
 - c. Stopping work to control erosion and sedimentation.
 - d. Construction of additional siltation/sedimentation ponds.
 - e. Establishment a series of sediment tanks or temporary filter vaults.
 - f. Installation of high quality catch basin inserts to filter runoff.
 - g. Use of erosion control blankets, nets, or mats in addition to or in conjunction with straw mulch.
 - h. Temporary on-site stormwater conveyance systems designed, constructed, and stabilized to prevent erosion from leaving the site and impacting properties, streams, wetlands downstream of the clearing and grading activity. Stabilization measures shall be provided that comply with local BMPs at stormwater conveyance system outlets to prevent erosion of outlets, adjacent streambanks, slopes, and downstream reaches or properties.
 - i. If the initially implemented erosion and sediment BMPs do not adequately control erosion and sedimentation, additional BMPs shall be installed, including but not limited to the extraordinary BMPs described in subsection (1) of this section. It is the permittee's responsibility to ensure sediment does not leave the site in an amount that would violate applicable state, or local water quality standard(s).
 2. The timing/sequencing requirements for implementing/removing erosion and sediment control measures are as follows:
 - a. The permittee must install the temporary erosion control prior to all other clearing, grading, or construction.

- b. The permittee must remove all temporary erosion and sediment control within thirty days after final site stabilization or after control is no longer needed, per agreement with the director. Before removing such controls, the permittee must remove trapped sediment or stabilize on site. Any soils disturbed during sediment removal must be permanently stabilized by the permittee.

L. Clearing and grading including utility and road construction activities shall be allowed only from May 1st to October 1st of each year. The City may extend or shorten the dry season on a case-by-case basis depending on actual weather conditions.

([Ord. No. 16-003](#), § I(Exh. A), 3-21-2016)

Title 16 Environment

16.13.060 - SEPA appeal.

Except for permits and variances issued pursuant to the Camas shoreline master program and consolidated appeals pursuant to Section 18.55.165(C), when any proposal or action is conditioned or denied on the basis of SEPA by a nonelected official, the decision shall be appealable to the hearings examiner. Such appeal may be perfected by the proponent or any aggrieved party by giving notice to the city of Camas clerk within fourteen days of the date the decision was issued.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

([Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#) ; [Ord. No. 17-002](#), § I(Exh. A), 3-6-2017)

Editor's note— [Ord. No. 17-002](#), § I(Exh. A), adopted March 6, 2017, amended the catchline of § 16.13.060 from "Appeal" to read as herein set out.

16.51.250 - Bonds to ensure mitigation, maintenance, and monitoring.

- A. When mitigation required pursuant to a development proposal is not completed prior to the city final permit approval, such as final plat approval, the city shall require the applicant to post a performance bond or other security in a form and amount deemed acceptable by the city. If the development proposal is subject to mitigation, the applicant shall post a mitigation bond or other security in a form and amount deemed acceptable by the city to ensure mitigation is fully functional.
- B. The bond shall be in the amount of two hundred percent of the estimated cost of the uncompleted actions, or the estimated cost of restoring the functions and values of the critical area that are at risk, whichever is greater.
- C. The bond may be in the form of a surety bond, performance bond, assignment of savings account, or an irrevocable letter of credit guaranteed by an acceptable financial institution with terms and conditions acceptable to the city attorney.
- D. Bonds or other security authorized by this section shall remain in effect until the city determines, in writing, that the standards bonded for have been met.
- E. Depletion, failure, or collection of bond funds shall not discharge the obligation of an applicant or violator to complete required mitigation, maintenance, monitoring, or restoration.

- F. Public development proposals may be relieved from having to comply with the bonding requirements of this section if public funds have previously been committed for mitigation, maintenance, monitoring, or restoration.
- G. Any failure to satisfy critical area requirements established by law or condition including, but not limited to, the failure to provide a monitoring report within thirty days after it is due, or comply with other provisions of an approved mitigation plan, shall constitute a default, and the city may demand payment of any financial guarantees or require other action authorized by the city code or any other law.
- H. Any funds recovered pursuant to this section shall be used to complete the required mitigation.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

16.53.050 - Wetland permits.

J. Wetland Permit Financial Assurances.

1. Types of Financial Assurances. The responsible official shall accept the following forms of financial assurances:
 - a. An escrow account secured with an agreement approved by the responsible official;
 - b. A bond provided by a surety for estimates that exceed five thousand dollars;
 - c. A deposit account with a financial institution secured with an agreement approved by the responsible official;
 - d. A letter of commitment from a public agency; and
 - e. Other forms of financial assurance determined to be acceptable by the responsible official.
2. Financial Assurance Estimates. The applicant shall submit itemized cost estimates for the required financial assurances. The responsible official may adjust the estimates to ensure that adequate funds will be available to complete the specified compensatory mitigation upon forfeiture. In addition, the cost estimates must include a contingency as follows:
 - a. All forms of financial assurance estimates shall be multiplied by two hundred percent.
3. Waiver of Financial Assurances. For Type I wetland permits, the responsible official may waive the requirement for one or both financial assurances if the applicant can demonstrate to the responsible official's satisfaction that posting the required financial assurances will constitute a significant hardship.
4. Acceptance of Work and Release of Financial Assurances.
 - a. Release of Performance Assurance. Upon request, the responsible official shall release the performance assurance when the following conditions are met:
 - i. Completion of construction and planting specified in the approved compensatory mitigation plan;
 - ii. Submittal of an as-built report documenting changes to the compensatory mitigation plan that occurred during construction;
 - iii. Field inspection of the completed site(s); and
 - iv. Provision of the required maintenance assurance.
 - b. Release of Maintenance Assurance. Upon request, the responsible official shall release the maintenance assurance when the following conditions are met:
 - i. Completion of the specified monitoring and maintenance program;

- ii. Submittal of a final monitoring report demonstrating that the goals and objectives of the compensatory mitigation plan have been met as demonstrated through:
 - (A) Compliance with the specific performance standards established in the wetland permit; or
 - (B) Functional assessment of the mitigation site(s); and
 - (C) Field inspection of the mitigation site(s).
 - c. Incremental Release of Financial Assurances. The responsible official may release financial assurances incrementally only if specific milestones and associated costs are specified in the compensatory mitigation plan and the document legally establishing the financial assurance.
 - 5. Transfer of Financial Assurances. The responsible official may release financial assurances at any time if equivalent assurances are provided by the original or a new permit holder.
 - 6. Forfeiture. If the permit holder fails to perform or maintain compensatory mitigation in accordance with the approved wetland permit, the responsible official may declare the corresponding financial assurance forfeit pursuant to the following process:
 - a. The responsible official shall, by registered mail, notify the wetland permit holder/agent that is signatory to the financial assurance, and the financial assurance holder of nonperformance with the terms of the approved wetlands permit;
 - b. The written notification shall cite a reasonable time for the permit holder, or legal successor, to comply with provisions of the permit and state the city's intent to forfeit the financial assurance should the required work not be completed in a timely manner;
 - c. Should the required work not be completed timely, the city shall declare the assurance forfeit;
 - d. Upon forfeiture of a financial assurance, the proceeds thereof shall be utilized either to correct the deficiencies which resulted in forfeiture or, if such correction is deemed by the responsible official to be impractical or ineffective, to enhance other wetlands in the same watershed or contribute to an established cumulative effects fund for watershed scale habitat and wetland conservation.
- K. Programmatic Permits for Routine Maintenance and Operations of Utilities and Public Facilities. The responsible official may issue programmatic wetland permits for routine maintenance and operations of utilities and public facilities within wetlands and wetland buffers, and for wetland enhancement programs. It is not the intent of the programmatic permit process to deny or unreasonably restrict a public agency or utility's ability to provide services to the public. Programmatic permits only authorize activities specifically identified in and limited to the permit approval and conditions.
- 1. Application Submittal Requirements. Unless waived by the responsible official with specific findings in the approval document in accordance with subsection (K)(2) of this section, applications for programmatic wetland permits shall include a programmatic permit plan that includes the following:
 - a. A discussion of the purpose and need for the permit;
 - b. A description of the scope of activities in wetlands and wetland buffers;
 - c. Identification of the geographical area to be covered by the permit;
 - d. The range of functions and values of wetlands potentially affected by the permit;
 - e. Specific measures and performance standards to be taken to avoid, minimize, and mitigate impacts on wetland functions and values, including:
 - i. Procedures for identification of wetlands and wetland buffers;
 - ii. Maintenance practices proposed to be used;
 - iii. Restoration measures;

- iv. Mitigation measures and assurances;
 - v. Annual reporting to the responsible official that documents compliance with permit conditions and proposes any additional measures or adjustments to the approved programmatic permit plan;
 - vi. Reporting to the responsible official any specific wetland or wetland buffer degradations resulting from maintenance activities when the degradation occurs or within a timely manner;
 - vii. Responding to any department requests for information about specific work or projects;
 - viii. Procedures for reporting and/or addressing activities outside the scope of the approved permit; and
 - ix. Training all employees, contractors and individuals under the supervision of the applicant who are involved in permitted work.
 2. Findings. A decision preliminarily approving or denying a programmatic wetland permit shall be supported by findings of fact relating to the standards and requirements of this chapter.
 3. Approval Conditions. Approval of a programmatic wetland permit shall incorporate at least the following as conditions:
 - a. The approved programmatic permit plan;
 - b. Annual reporting requirements; and
 - c. A provision stating the duration of the permit.
 4. Duration and Re-authorization.
 - a. The duration of a programmatic permit is for five years, unless:
 - i. An annual performance based re-authorization program is approved within the permit; or
 - ii. A shorter duration is supported by findings.
 - b. Requests for re-authorization of a programmatic permit must be received prior to the expiration of the original permit.
 - i. Re-authorization is reviewed and approved through the process described in subsection (K)(1) of this section.
 - ii. Permit conditions and performance standards may be modified through the re-authorization process.
 - iii. The responsible official may temporarily extend the original permit if the review of the re-authorization request extends beyond the expiration date.
- L. Wetland Permit—Emergency.
 1. Authorization. Notwithstanding the provisions of this chapter or any other laws to the contrary, the responsible official may issue prospectively or, in the case of imminent threats, retroactively a temporary emergency wetlands permit if:
 - a. The responsible official determines that an unacceptable threat to life or loss of property will occur if an emergency permit is not granted; and
 - b. The anticipated threat or loss may occur before a permit can be issued or modified under the procedures otherwise required by this act and other applicable laws.

2. Conditions. Any emergency permit granted shall incorporate, to the greatest extent practicable and feasible, but not inconsistent with the emergency situation, the standards and criteria required for nonemergency activities under this act and shall:
 - a. Be limited in duration to the time required to complete the authorized emergency activity, not to exceed ninety days; and
 - b. Require, within this ninety-day period, the restoration of any wetland altered as a result of the emergency activity, except that if more than the ninety days from the issuance of the emergency permit is required to complete restoration, the emergency permit may be extended to complete this restoration.
 3. Notice. Notice of issuance of an emergency permit shall be published in a newspaper having general circulation in the city of Camas not later than ten days after issuance of such permit.
 4. Termination. The emergency permit may be terminated at any time without process upon a determination by the responsible official that the action was not or is no longer necessary to protect human health or the environment.
- M. Revocation. In addition to other remedies provided for elsewhere in this chapter, the responsible official may suspend or revoke wetland permit(s) issued in accordance with this chapter and associated development permits, pursuant to the provisions of [the Shoreline Master Program], Appendix B, Administration and Enforcement, if the applicant or permittee has not complied with any or all of the conditions or limitations set forth in the permit, has exceeded the scope of work set forth in the permit, or has failed to undertake the project in the manner set forth in the permit.
- N. Enforcement. At such time as a violation of this chapter has been determined, enforcement action shall be commenced in accordance with the enforcement provisions of Appendix B — Administration and Enforcement, and may also include the following:
1. Applications for city land use permits on sites that have been cited or issued an administrative notice of correction or order under Title 18, or have been otherwise documented by the city for activities in violation of this chapter, shall not be processed for a period of six years provided:
 - a. The city has the authority to apply the permit moratorium to the property;
 - b. The city records the permit moratorium; and
 - c. The responsible official may reduce or wave the permit moratorium duration upon approval of a wetland permit under this section.
 2. Compensatory mitigation requirements under subsections C and D of this section may be increased by the responsible official as follows:
 - a. All or some portion of the wetland or wetland buffer impact cannot be permitted or restored in place; and
 - b. Compensatory mitigation for the impact is delayed more than one year from the time of the original citation or documentation of the violation.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

([Ord. No. 15-001](#), § VI—IX, 1-5-2015; [Ord. No. 15-007](#), § II(Exh. A), 3-16-2015; [Ord. No. 17-002](#), § I(Exh. A), II, 3-6-2017)

Footnotes:

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If priority habitats are not present in the vicinity of the proposed land use, criterion (ii) is sufficient for buffer width reductions. The development of these measures and their review by the city, which may include referral to independent qualified professionals, shall be at the applicant's expense. If proposed future land uses are more intense, they are not eligible to maintain this reduction.

16.59.090 - Performance standards—Specific hazards.

- A. Erosion and Landslide Hazard Areas. Activities on sites containing erosion or landslide hazards shall meet the following requirements:
1. Management Zone Required. A management zone shall be established from all edges of erosion or landslide hazard areas. The size of the management zone shall be determined by the city to eliminate or minimize the risk of property damage, death, or injury resulting from erosion and landslides caused in whole or part by the development, based upon review of and concurrence with a critical area report prepared by a qualified professional.
 - a. Management Zone Established. A management zone shall be established from the edges of areas characterized by steep slopes, potentially unstable soils, erosion potential, or seismic activity. The management zone will be established by a qualified professional and shall adequately protect the proposed development, adjacent developments, and subject critical area. The management zone shall generally be equal to the height of the slope, or fifty feet, whichever is greater. A management zone less than fifty feet may be established if a qualified professional determines that such reduction will adequately protect the proposed development, adjacent developments, and subject critical area.
 - b. Increased Management Zone. The management zone may be increased where the city determines a larger management zone is necessary to prevent risk of damage to proposed and existing development(s);
 2. Design Standards. Development under this section shall be designed to meet the following basic requirements. The requirement for long-term slope stability shall exclude designs that require periodic maintenance or other actions to maintain their level of function. The basic development design standards are:
 - a. The proposed development shall not decrease the factor of safety for landslide occurrences below the limits of 1.5 for static conditions, and 1.2 for dynamic conditions. Analysis of dynamic conditions shall be based on a minimum horizontal acceleration as established by the current version of the International Building Code,
 - b. Structures and improvements shall be clustered to avoid geologically hazardous areas and other critical areas,
 - c. Structures and improvements should minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography,
 - d. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation,
 - e. The proposed development shall not result in greater risk or a need for increased management zones on neighboring properties,
 - f. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes, and
 - g. Development shall be designed to minimize impervious lot coverage;
 3. Vegetation Removal. Within a geologically hazardous area and related management zone, removal of vegetation shall be limited to the following:

- a. Selective vegetation removal as provided under CMC Section 16.51.120, or
 - b. The city may authorize, as part of a critical area review, vegetation removal that has been determined to have no greater adverse impact on the geologically hazardous area, and is not necessary for mitigating any other impact under this code. The determination of no greater adverse impact will take into consideration a vegetation removal plan prepared by a certified landscape architect or arborist, and reviewed by a geotechnical engineer;
4. Seasonal Restriction. Clearing and grading under a city permit shall be allowed only from May 1st to October 1st of each year, provided that the city may extend or shorten the dry season on a case-by-case basis depending on actual weather conditions;
 5. Utility Lines and Pipes. Utility lines and pipes shall be permitted in erosion and landslide hazard areas only when the applicant demonstrates that no other practical alternative is likely. The line or pipe shall be appropriately located and designed so that it will continue to function in the event of an underlying failure;
 6. Point Discharges. Point discharges from surface water facilities and roof drains onto or upstream from an erosion or landslide hazard area shall be prohibited except as follows:
 - a. Conveyed via continuous storm pipe downslope to a point where there are no erosion hazards areas downstream from the discharge,
 - b. Discharged at flow durations matching predeveloped conditions, with adequate energy dissipation, into existing channels that previously conveyed stormwater runoff in the predeveloped state, or
 - c. Dispersed discharge upslope of the steep slope onto a low-gradient undisturbed management zone demonstrated to be adequate to infiltrate all surface and stormwater runoff;
 7. Roads and utilities (see subsection (A)(5) of this section) may be permitted within a geologic hazard area or management zone if the city determines that no other reasonable alternative exists which could avoid or minimize impacts to a greater extent.
- B. Seismic Hazard Areas. Activities proposed to be located in seismic hazard areas shall meet the standards of CMC Section 16.59.080.
 - C. Other Hazard Areas. Activities on sites containing or adjacent to geologically hazardous areas, shall meet the standards of CMC Section 16.59.080.

(Ord. 2517 § 1 (Exh. A (part)), 2008)

Title 17 Land Development

17.09.030 - Preliminary short plat approval.

- A. Preapplication.
 1. In accordance with CMC Chapter 18.55, the applicant must proceed with the formal preapplication process prior to application submittal for review.
 2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography and overall lot dimensions.

- B. Application/Fees. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by the City of Camas, for a complete short plat application for preliminary approval. Items may be waived if, in the judgment of the community development director, they are not applicable to the proposal:
1. Completed general application form as prescribed by the community development director with the applicable application fee;
 2. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve the proposed development, and to mitigate impacts of the proposal on the surrounding transportation system, if required;
 3. Complete applications for other required land use approvals applicable to the proposal;
 4. Vicinity map showing location of the site; and
 5. Site and development plans which provide the following information:
 - a. A preliminary plat map meeting the standards identified in CMC Section 17.01.050,
 - b. The names of owners of adjacent land and the names of any adjacent subdivisions,
 - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
 - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way, public and private access easements, parks and other open spaces, reservations, and utilities,
 - e. Location, footprint and setbacks of all existing structures on the site,
 - f. Location of sidewalks, street lighting, and street trees,
 - g. Lot area and dimensions for each lot,
 - h. Location of proposed new property lines and numbering of each lot,
 - i. Location of proposed building envelopes and sewer tanks,
 - j. Location, dimensions and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
 - k. Location of any proposed dedications,
 - l. Existing and proposed topography at two-foot contour intervals, extending to five feet beyond the project boundaries,
 - m. Location of any critical areas and critical area buffers, to indicate compliance with all applicable provisions of the critical areas legislation, as required under Title 16 and Title 18 of this code,
 - n. Description, location and size of existing and proposed utilities, storm drainage facilities, and roads to service the lots,
 - o. Locations of all fire hydrants within five hundred feet of the proposal, and
 - p. A survey of existing significant trees as required under CMC Section 18.31.080;
 - q. Show location and height of proposed retaining walls.
 6. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
 - a. Two-foot contours,
 - b. The proposed lots and existing topography,

- c. The proposed lots with proposed topography, and
 - d. Total quantities of cut and fill;
7. Preliminary stormwater plan and report;
 8. For properties with development contemplated on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
 9. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code.
- C. Review Procedures.
1. Referral to Other Departments. Upon receipt of a complete application for a short subdivision, the community development department shall transmit one copy of the application to any department or agency deemed necessary to review the proposal.
 2. Additional Submittals. The review process will determine if additional studies or submittals are required with regard to SEPA, critical areas, archeological or historical significance. If further material is required, the review process will stop until the required information is submitted in accordance with CMC Chapter 18.55.
 3. Proposed short subdivisions located adjacent to the right-of-way of state highways shall be submitted to the Washington Department of Transportation (WSDOT) for review, consideration and recommendation. This condition may be satisfied as part of the SEPA process. However, if a SEPA checklist is not required, it is the applicant's responsibility to notify WSDOT of the proposal. Recommendations from Washington Department of Transportation shall be included in the conditions of approval for the short subdivision.
 4. Community Development Director. The community development director or designee may approve, approve with modifications, or deny the application for a preliminary short plat.
- D. Criteria for Preliminary Short Plat Approval. The community development director or designee shall base their decision on an application for preliminary plat approval on the following criteria:
1. The proposed short plat is in conformance with the Camas comprehensive plan, neighborhood traffic management plan, Camas parks and open space comprehensive plan, and any other city adopted plans;
 2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the short plat which are consistent with current standards and plans as adopted in the Camas Design Standard Manual;
 3. Provisions have been made for roads, utilities, street lighting, street trees, and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;
 4. Provisions have been made for dedications, easements and reservations;
 5. Appropriate provisions are made to address all impacts identified by the transportation impact study;
 6. The design, shape and orientation of the proposed lots are appropriate to the proposed use for which the lots are intended;
 7. Provisions are made for the maintenance of commonly owned private facilities;
 8. The short plat complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations; and
 9. That the plat meets the requirements of Chapter 58.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat approval.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)

17.11.030 - Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.
2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

B. Application. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by community development department, for a complete application for preliminary subdivision approval. Items may be waived if, in the judgment of the community development director or designee, the items are not applicable to the particular proposal:

1. Completed general application form as prescribed by the community development director, with the applicable application fees;
2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);
3. Complete applications for other required land use approvals applicable to the proposal;
4. A vicinity map showing location of the site;
5. A survey of existing significant trees as required under CMC Section 18.31.080;
6. All existing conditions shall be delineated. Site and development plans shall provide the following information:
 - a. A plat map meeting the standards identified in CMC Section 17.01.050,
 - b. Owners of adjacent land and the names of any adjacent subdivisions,
 - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
 - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,
 - e. Location of sidewalks, street lighting and street trees,
 - f. Location, footprint and setbacks of all existing structures on the site,
 - g. Lot area and dimensions for each lot,
 - h. Location of proposed new property lines and numbering of each lot,
 - i. Location of the proposed building envelopes and sewer tanks,
 - j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
 - k. Location of any proposed dedications,

- l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,
 - m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,
 - n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,
 - o. Location of all existing fire hydrants within five hundred feet of the proposal;
 - q. Show location and height of proposed retaining walls.
7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
 - a. Two-foot contours,
 - b. The proposed lots and existing topography,
 - c. The proposed lots with proposed topography, and
 - d. Total quantities of cut and fill;
 8. Preliminary stormwater plan and report;
 9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
 10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;
 11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;
 12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and
 13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.
- C. Review Procedures.
1. Referral to Other Departments. Upon receipt of a complete preliminary plat application, the community development department shall transmit one copy of the preliminary plat to any department or agency deemed necessary to review the proposal.
 2. The review process shall follow the guidelines of CMC Chapter 18.55 for a Type III application.
 3. Public Notice and Public Hearing. The process for public notice, hearings, decisions and appeals shall be as provided for Type III decisions as identified in CMC Chapter 18.55.
- D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:
1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;
 2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in the Camas Design Standard Manual;

3. Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;
4. Provisions have been made for dedications, easements and reservations;
5. The design, shape and orientation of the proposed lots are appropriate to the proposed use;
6. The subdivision complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations;
7. Appropriate provisions are made to address all impacts identified by the transportation impact study;
8. Appropriate provisions for maintenance of commonly owned private facilities have been made;
9. Appropriate provisions, in accordance with RCW 58.17.110, are made for:
 - a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and
 - b. The public use and interest will be served by the platting of such subdivision and dedication;
10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

(Ord. No. 2612, § I(Exh. A), 2-7-2011)

17.19.040 - Infrastructure standards.

Note: For the purposes of this title, the terms "street" and "road" are synonymous in meaning.

- A. Private Street. Private street(s) may be authorized when all of the following occur:
 1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;
 2. Adequate and reasonable provisions are made for the ownership, maintenance, and repair of all utilities and the proposed private streets;
 3. The proposed private streets can accommodate potential full (future) development on the lots or area being developed;
 4. Connect to no more than one public street, unless it is an alley;
 5. Conform to the Camas Design Standard Manual;
 6. Alleys shall be privately owned and maintained;
 7. Access requirements for recycle service, garbage service, and emergency vehicles are provided;
 8. Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat, e.g. Towing service.

B. Streets.

1. Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual.
2. Streets abutting the perimeter of a development shall be provided in accordance with CMC 17.19.040(B)(1) above, and the Design Standard Manual. Additional paving may be required to ensure safe and efficient roads to exist to serve the land development and provide bike lanes.
3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:
 - a. If the future grade or alignment of the adjacent public street is unknown and it is not feasible to establish the grade in a reasonable period;
 - b. The immediate improvement of the street would result in a short, isolated segment of improved street;
 - c. The frontage is part of an impending or eminent city street improvement project;
 - d. Street improvements in the vicinity are unlikely to occur within six years.
4. In the event the frontage improvement is delayed, the owner must provide an approved form or financial surety in lieu of said improvements.
5. Dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.
6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the public works department and authorized by city council in approval of the plat.
 - a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.
 - b. Grading of steep topography may be necessary to achieve this objective.
7. Names. All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24
8. Right-of-way, tract and pavement widths for streets shall be based on Table 17.19.040-1 and Table 17.19.040-2.

Table 17.19.040-1 Minimum Private Street Standards

Private Road/Street	Tract Width	Pavement Width	Sidewalk
A. Access to four or less dwelling units ²	20'	12'	Sidewalk optional, no parking on both sides.

B. Access to five or more dwelling units less than or equal to 100' in length ³	30'	20'	Five-foot detached sidewalk on one side, with planter strip, no parking on both sides.
C. Access to five or more dwelling units greater than 100' and not over 300' in length ³	42'	28'	Five-foot detached sidewalk on one side, with planter strip, no parking on one side.
D. Access to five or more dwelling units, greater than 300 feet in length ³	48'	28'	Five-foot detached sidewalks required on both sides of the street, with planter strip. No parking on one side.
E. Alley	20'	18'	No parking on both sides.
F. Commercial/Industrial ²	40'	24'	Five-foot detached sidewalk on one side, with planter strip, no parking both sides.

Table 17.19.040-2 Minimum Public Street Standards

Public Street	Right-of-Way	Pavement Width	Sidewalk
A. Street (by approval of City Engineer) ¹	52'	28'	Five foot detached sidewalk on both sides, with planter strip, no parking on one side.
B. Street (two lane)	60'	36'	Five foot detached sidewalks required on both sides of the street, with planter strip. Bike lanes required on collectors and arterials, no on-street parking.
C. Street (three lane)	74'	46' to include 12' median	Six foot detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking.
D. Street (five lane)/Arterial	100'	74' to include 14' median	Six foot detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking.

Notes to tables above:

- ¹ All buildings abutting a street designed and constructed with less than 36 feet of pavement width shall have automatic fire sprinkler systems installed that comply with NFPA 13D or 13R.
- ² Access to two lots or less may be designed and established as an easement rather than a tract. Garbage and recycling containers shall be placed at the public right-of-way. If roadway is less than 150 feet in length, the minimum structural road section is exempt.
- ³ Road/street lengths are calculated to include the cumulative network.
9. Intersections. Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as possible, shall not exceed fifteen degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve feet.
10. Street Layout. Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.
 - a. Circulation Plan. Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off-site:
 - i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the director;
 - ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;
 - iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);
 - iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and
 - v. Site access points for vehicles, pedestrians, bicycles, and transit.
 - b. Cross-circulation shall be provided that meets the following:
 - i. Block lengths shall not exceed the maximum access spacing for the roadway class per the city's design standards manual.
 - ii. Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street or pedestrian oriented use.
 - iii. The city engineer may recommend approval of a deviation to the design standards of this section based on findings that the deviation is the minimum necessary to address the constraint and the application of the standard if impracticable due to topography, environmental sensitive lands, or existing adjacent development patterns.
 - c. While it is important to minimize the impact to the topography from creating an integrated road system, improved site development and circulation solutions shall not be sacrificed to minimize the amount of cut and fill requirements of the proposal.
 - d. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.

- e. When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off-street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.
 - f. When, on the basis of topography, projected traffic usage or other relevant facts, it is unfeasible to comply with the foregoing right-of-way, tract and street width standards, the approval authority, upon recommendation from the city engineer, may permit a deviation from the standards of Table 17.19.040-1 and Table 17.19.040-2.
 - g. The city engineer or designee may determine a wider width is necessary due to site circumstances, including but not limited to topography, traffic volume, street patterns, on-street parking, lot patterns, land use and bike and transit facilities that justify an increase in width.
 - h. When existing streets adjacent to or within land to be developed are of inadequate width, additional right-of-way shall be provided at the time of land development.
11. Access Management.
- a. Access to all marginal access streets shall be restricted so as to minimize congestion and interference with the traffic carrying capacity of such street, and to provide separation of through and local traffic in accordance with CMC 17.19.030.D.6. The restrictions imposed shall be in accordance with the Camas Design Standards Manual.
 - b. The city engineer may grant exceptions to the access restriction policies and standards when no other feasible access alternative exists.
12. Street Design. When interior to a development, publicly owned streets shall be designed and installed to full width improvement as a means of insuring the public health, safety, and general welfare in accordance with the city comprehensive plans. Full width improvements shall include utility easements, sidewalks, bike lanes as necessary, and control of stormwater runoff, street lighting, and signage, as provided below.
- a. Shall be graded as necessary to conform to Camas Design Standard Manual.
 - b. Grades shall not exceed six percent on major and secondary arterials, ten percent on collector streets, or twelve percent on any other street. However, provided there are no vehicular access points, grades may be allowed up to fifteen percent when:
 - i. Exceeding the grades would facilitate a through street and connection with a larger neighborhood;
 - ii. The greater grade would minimize disturbance of critical slopes;
 - iii. Automatic fire sprinklers are installed in all structures where the fire department response to the structure requires travel on the grade;
 - iv. Tangents, horizontal curves, vertical curves, and right-of-way improvements conform to public works department standards;
 - v. Full width improvement is required as a condition of the land use approval in accordance with city standards; and
 - vi. In flat areas allowance shall be made for finished street grades having a minimum slope of one-half percent.
 - c. Centerline radii of curves shall be not less than three hundred feet on primary arterials, two hundred feet on secondary arterials, or seventy feet on other streets.
 - d. Shall be of asphaltic concrete according to Camas Design Standard Manual.

- e. Shall have concrete curbs and gutters. Curb return radii shall be no less than thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets. Larger radii may be required at the direction of the city engineer.
 - f. Shall have storm drains in accordance with the Camas Design Standard Manual.
13. Sidewalks shall be constructed as specified in Camas Design Standard Manual. See Table 17.19.040-1 and Table 17.19.040-2 for dimensions.
- a. Prior to final acceptance of any land development, the developer shall install sidewalks, when required under Table 17.19.040-1 and Table 17.19.040-2, adjacent to or within all public or common areas or tracts, and at all curb returns. Sidewalks along individual lots may be deferred at the discretion of the city engineer until occupancy of the primary structure. Further, any trail or trails, including but not limited to the T-5 and T-1 trails, identified in the most recent Camas Parks and Open Space Plan shall be constructed prior to final acceptance;
 - b. All sidewalk areas shall be brought to sub grade by the developer at the time of improving streets.
14. Cul-de-sacs. A cul-de-sac greater than four hundred feet from the centerline-to-centerline intersections shall require special considerations to assure that garbage, recycle, and emergency vehicles have adequate access. Buildings on all lots located more than four hundred feet from the centerline-to-centerline intersections shall have automatic fire sprinklers.
15. Turn-arounds. Adequate provisions for turn arounds shall be provided and shall be designed and installed in a manner acceptable to the city engineer, or in accordance with the Camas Design Standard Manual, if applicable.
- C. Utilities.
1. Generally. All utilities designed to serve the development shall be placed underground and, if located within a critical area, shall be designed to meet the standards of the critical areas ordinance.
- a. Those utilities to be located beneath paved surfaces shall be installed, including all service connections, as approved by the public works department; such installation shall be completed and approved prior to application of any surface materials.
 - b. Easements may be required for the maintenance and operation of utilities as specified by the public works department.
2. Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance with city standards.
- a. Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.
 - b. Duplex units may have up to two sewer services at the discretion of the engineering and public works departments.
 - c. Multifamily units shall have one sewer lateral per building.
 - d. Commercial or industrial units shall have privately owned and maintained sewer systems acceptable to the city.
 - e. Capacity, grade and materials shall be as required by the city engineer. Design shall take into account the capacity and grade to allow for desirable extension beyond the development. The city will not require the developer to pay the extra cost of required oversize sewer mains or excessive depth of mains necessary to provide for extension beyond the development.
 - f. If sewer facilities mandated by this section will, without additional sewer construction, directly serve property outside the development, equitable distribution of the costs thereof shall be made as follows:

- i. If the property outside the development is in a stage of development wherein the installation of sewer facilities may occur, then the city may require construction as an assessment project, with appropriate arrangements to be established with the developer to insure financing their proportional share of the construction.
 - ii. In the event the sewer facility installation is not constructed as an assessment project, then the city shall reimburse the developer an amount estimated to be equal to the proportionate share of the cost for each connection made to the sewer facilities by property owners outside of the development, limited to a period of fifteen years from the time of installation. At the time of the approval of the plat, the city shall establish the actual amount of reimbursement, considering current construction costs.
 - g. Developments that require a sanitary sewer pumping station that will be conveyed to the city for future operation and maintenance shall be shown on a separate tract, and be dedicated to the city at the time the plat is recorded.
- 3. Storm Drainage. The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.
 - a. Storm drainage facilities shall be placed on their own tract or within an open space tract and are to be maintained by the homeowners within the development in accordance with city standards. Alternatively, the city may allow, on a case by case basis, a development to connect to an off-site storm drainage facility provided such facility will be adequately sized and appropriate agreements are in place for maintenance of said facility. Provisions must be in writing informing the homeowners of the responsibility and outlining the maintenance procedures in accordance with adopted city standards.
 - b. Drainage facilities shall be provided within the development. When available and required by the public works department, drainage facilities shall connect to storm sewers outside of the development.
 - c. Capacity, grade and materials shall be as provided by the city engineer. Design of drainage within the development shall take into account the capacity and grade necessary to maintain unrestricted flow from areas draining through the development and to allow extension of the system to serve such areas.
 - d. All stormwater generated by projects shall be treated, detained, and disposed of in accordance with the applicable standards set forth in CMC 14.02. Any deviations from the aforementioned standards shall be submitted in writing to the director of public works for his review and approval.
 - e. All lots shall provide drainage for stormwater runoff from roof and footing drains to an approved drainage system. Rear yard low point area drains and/or storm drain lateral stubs connected to an approved drainage system shall be provided to each lot as necessary to prevent stormwater runoff impacts to adjoining parcels as determined by the city.
- 4. Water System.
 - a. Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with city design standards. Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code. The distance between fire hydrants, as indicated in the fire code, is allowed to be doubled when automatic fire sprinklers are installed throughout the development.
 - b. Each unit of a duplex shall have its own water service.
 - c. Multifamily units shall have one service for each building.

- d. Landscaping in open space tracts must have a service for an irrigation meter. The owner of the tract is responsible for payment for all fees associated with the installation of the meter and the water usage.

(Ord. 2491 § 1 (Exh. A), 2007; Ord. 2483 § 1 (Exh. A (part)), 2007; Ord. 2450 § 1, 2006; Ord. 2443 § 2 (Exh. A (part)), 2006)

(Ord. No. 2545, § II, 5-4-2009; Ord. No. 2582, § III, 2-1-2010; Ord. No. 2612, § I(Exh. A), 2-7-2011; [Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#); [Ord. No. 17-005](#), §§ I(Exh. A), II, 5-15-2017)

17.21.030 - Land disturbing activities—Erosion prevention/ sediment control.

Any person, company, corporation, group, entity or jurisdiction proposing to commence any land-disturbing activity, shall be required to meet the following standards:

- A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.
- B. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.
- C. Construct any storm drainage facilities required to detain and dispose of stormwater generated by the project, prior to commencement of work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.
- D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

17.21.060 - Final plat or short plat procedures for land divisions.

- A. Application. The following items are required, in quantities specified by the community development department, for a complete application for final plat or short plat approval. Items may be waived if, in the judgment of the community development department, the items are not applicable to the particular proposal:
 - 1. Completed general application form and applicable fees;

2. An eight and one-half inches by eleven inches copy of the final plat;
 3. Documentation of the square footage of each lot and mathematical boundary closure of the subdivision, of each lot, tract and block, of street centerlines, showing the error of closure, if any;
 4. Three copies of the final plat or short plat survey in conformance with the standards set forth in CMC Sections 17.01.050, 17.09.030 and 17.11.030, as applicable;
 5. A plat certificate from title insurance company documenting the ownership and title of all interested parties in the plat or short plat, subdivision or dedication, and listing all encumbrances. The certificate must be dated within forty-five calendar days prior to the date of filing the application for final plat or short plat approval;
 6. Public improvements must either be complete or secured. If secured, the developer/owner must submit a subdivision improvement bond or other financial security in a form acceptable to the city attorney in the amount of one hundred twenty five percent of improvement cost of deferred improvement and in accordance with CMC Section 17.21.050(B)(1);
 7. Any documentation necessary to demonstrate conditions of preliminary plat or short plat approval have been met; and
 8. Private covenants intended to be recorded with the plat or short plat that include provisions for maintenance of all required improvements, such as storm or sewage facilities, open space areas, etc.
- B. Contents of Final Plat or Short Plat.
1. The final plat or short plat shall include the survey information in CMC Section 17.01.050(A) and (B).
 2. Statements. The plat shall include the following statements, and certificates of dedication when required:
 - a. A certificate with the seal of and signature of the surveyor responsible for the survey and preliminary plat in accordance with RCW 58.09.080.
 - b. Certification of examination and approval by the county assessor.
 - c. Recording certificate for completion by the Clark County auditor.
 - d. Signature lines for the city of Camas community development director or designee, and fire chief or designee.
 - e. Certification by the city engineer or designee that the developer has complied with the following:
 - i. All improvements have been installed or financially secured for in accordance with the requirements of this title and with the preliminary plat approval;
 - ii. All improvements can or will meet current public works drawing standards for road, utility and drainage construction plans;
 - iii. Original and reproducible mylar or electronic records in a format approved by the public works director or designee and certified by the designing engineer as being "as constructed" have been submitted or financially secured for city records.
 - f. City of Camas finance director certificate that states there are no delinquent special assessments, and that all special assessments on any of the property that is dedicated as streets, alleys or for other public use are paid in full at the date of certification.
 - g. Signature line for the mayor of the city of Camas.
- C. Monumentation.

1. Imprinted Monument. All monuments set in land division shall be at least one-half-inch by twenty-four-inch steel bar or rod, or equivalent, with durable cap imprinted with the license number of the land surveyor setting the monument.
 2. Centerline Monument. After paving, except as provided in CMC Chapter 17.19, monuments shall be driven flush with the finished road surface at the following intersections:
 - a. Centerline intersections;
 - b. Points of intersection of curves if placement falls within the paved area; otherwise, at the beginnings and endings of curves;
 - c. Intersections of the plat boundaries and street centerlines.
 3. Property Line Monumentation. All front corners, rear corners, and beginnings and endings of curbs shall be set with monuments, except as provided in CMC Chapter 17.19. In cases where street curbs are concentric and/or parallel with front right-of-way lines, front property line monumentation may be provided by brass screws or concrete nails at the intersections of curb lines and the projections of side property lines. If curb monumentation is used, it shall be noted on the plat, and also that such monumentation is good for projection of line only and not for distance.
 4. Post-Monumentation. All monuments for exterior boundaries of the land division shall be set and referenced on the plat prior to plat recording. Interior monuments need not be set prior to recording if the developer certifies that the interior monuments shall be set within ninety days of final land division construction inspection by the public works department, and if the developer guarantees such interior monumentation.
 5. Post-Monumentation Bonding. In lieu of setting interior monuments prior to final plat recording as provided in CMC Chapter 17.19, the public works director may accept a performance bond in an amount and with surety and conditions satisfactory to the director or other secure method as the public works director may require, providing for and securing the actual setting of the interior monuments.
- D. Final Plat or Short Plat Approval Review Procedures.
1. Referral to Other Departments and Agencies. The community development department shall distribute the final plat or short plat to all departments and agencies receiving the preliminary plat or short plat, and to any other departments, special purpose districts and other governmental agencies deemed necessary for their review and comments.
 2. Departmental Approval. The community development department and other interested departments and agencies shall review the final plat or short plat, legal descriptions and lot closures and submit to the community development department written comments with respect to the final plat or short plat decision criteria.
 3. The community development department shall return the redlined plat or short plat with all department comments to the applicant's architect or engineer, and a copy of the comments to the applicant.
- E. Criteria for Final Plat or Short Plat Approval. The approval authority for subdivision final plats is the city council, and the community development department is the approval authority for short plats. If a subdivision, then all documents deemed necessary by the city for final plat approval must be submitted to the community development department no later than a minimum of fourteen calendar days prior to the city council meeting. The following criteria is the basis for approval:
1. That the proposed final plat or short plat bears the required certificates and statements of approval as required in CMC Section 17.21.060(B)(2) ;
 2. That the title insurance report furnished by the developer/owner confirms the title of the land, and the proposed subdivision is vested in the name of the owner(s) whose signature(s) appears on the plat certificate;

3. That the facilities and improvements required to be provided by the developer/owner have been completed or, alternatively, that the developer/owner has submitted with the proposed final plat or short plat an improvement bond or other security in conformance with CMC Section 17.21.040;
 4. That the plat or short plat is certified as accurate by the land surveyor responsible for the plat or short plat;
 5. That the plat or short plat is in substantial conformance with the approved preliminary plat or short plat; and
 6. That the plat or short plat meets the requirements of Chapter 58.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat or short plat approval.
- F. Signing the Plat or Short Plat. Once the community development department verifies that all corrections have been made, the applicant shall submit two mylar copies for signature.
- G. Filing the Plat or Short Plat. The applicant shall file the final plat or short plat with the recording division of the Clark County auditor's office. The plat or short plat will be considered complete when a copy of the recorded documents are returned to the City of Camas Community Development Department.
- H. Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance, after review and approval by the city consistent with CMC 18.07.040 Table 2. Building permits for any other residential buildings will not be accepted until after final acceptance.

(Ord. 2483 § 1 (Exh. A (part)), 2007)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; [Ord. No. 17-005](#), § I(Exh. A), 5-15-2017)

Title 18 Zoning

18.05.050 - Commercial and industrial zones.

The purpose of the commercial, industrial, and high technology zones are to provide services and employment primarily to residents. These areas are zoned according to the services they provide. As a result, each zone has different characteristics as summarized below:

- A. NC Neighborhood Commercial. This zone provides for the day-to-day needs of the immediate neighborhood. This zone is intended to be small, but fairly numerous throughout the city. Convenience goods (e.g., food, drugs and sundries), along with personal services (e.g., dry cleaning, barbershop or beauty shop), are common goods and services offered.
- B. CC Community Commercial. This zone provides for the goods and services of longer-term consumption, and tend to be higher-priced items than the neighborhood commercial zone district. Typical goods include clothing, hardware and appliance sales. Some professional services are offered, e.g., real estate office or bank. Eating and drinking establishments may also be provided. This zone tends to vary in size, but is larger than the neighborhood commercial zone.
- C. RC Regional Commercial. This zone provides apparel, home furnishings, and general merchandise in depth and variety, as well as providing services for food clusters and some recreational activities. Regional commercial is the largest of the commercial zones and is designed to serve the region or a significant portion of the region's population.
- D. DC Downtown Commercial. This zone is designated as a large community commercial area, providing a large range of goods and services. This area is designed to promote commercial diversification to serve

the immediate residential and office uses in the surrounding areas. Compact development is encouraged that is supportive of transit and pedestrian travel, through higher building heights and floor area ratios than those found in other commercial districts.

- E. LI Light Industrial. This zone provides for uses that are more compatible with commercial, residential, or multifamily uses. Typical uses in this zone include assembly and manufacturing of electronic and precision instruments. More intensive industry, e.g., metal fabrication, is excluded.
- F. BP Business Park: This zone provides for employment growth in the city by protecting industrial areas for future employment. Design of business park facilities in this district will be campus-style, with landscaped buffers, and architectural features compatible with surrounding areas.
- G. LI/BP Light Industrial/Business Park. This zone provides for uses such as, offices related to industrial usage, research and development, limited commercial, and associated warehousing uses, including the provision of employee recreation opportunities. Development in campus-like setting with generous landscaping, well-designed buildings and near major traffic corridors is anticipated.
- H. HI Heavy Industrial. This zone provides for a wide range of industrial and manufacturing uses. Types of activities in this zone include assembly, manufacturing, fabrication, processing, bulk handling and storage, research facilities, associated warehousing, and heavy trucking.
- I. MX Mixed Use. This zone provides for a wide range of commercial and residential uses. Compact development is encouraged that is supportive of transit and pedestrian travel.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2547, § III(Exh. C), 5-18-2009; [Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#))

18.27.050 - Development standards.

- A. Number. No more than one accessory dwelling unit per legal lot is permitted, and it must be accessory to a single-family residence. A lot of record lawfully occupied by two or more single-family residences shall not be permitted to have an accessory dwelling unit, unless the lot is short platted under Title 17 of this code. If a short plat is approved, an accessory dwelling unit for each dwelling unit is permitted only if all dimensional standards of the underlying zone, and all other provisions of this chapter are met.
- B. Lot Area. No accessory dwelling unit shall be permitted on a lot of less than five thousand square feet.
- C. Building Permit. The applicant must apply for a building permit for an accessory dwelling unit. An ADU shall comply with applicable building, fire, health, and safety codes. Addressing of the ADU shall be assigned by the building department, with approval by the fire department. An ADU cannot be occupied until a certificate of occupancy is issued by the building department.
- D. Conformance to Zoning. The addition of an accessory dwelling unit shall not make any lot, structure or use nonconforming within the development site. An accessory dwelling unit shall conform to existing requirements for the primary residence, including, but not limited to, lot coverage, front, side, and rear yard setbacks. Building height is limited to twenty-five feet for a detached ADU. Building height requirements of the underlying zone apply to the ADU for internal conversion, or structural addition to the existing primary dwelling.
- E. Outbuilding Size. For purposes of this section, an accessory structure (such as a garage or other outbuilding, but not a detached accessory dwelling unit) which contains an accessory dwelling unit may not cover more than ten percent of the total site area.

- F. Total Floor Area. The total gross floor area of an accessory dwelling unit shall not exceed forty percent of the area of the primary dwelling's living area. The living area of the primary unit excludes uninhabitable floor area and garage or other outbuilding square footage whether attached or detached.
- G. Number of Bedrooms. An accessory dwelling unit shall not contain more than one bedroom.
- H. Parking. An accessory dwelling unit shall have a minimum of one on-site parking space, in addition to the primary dwelling unit's designated parking spaces.
- I. Architectural Design. The exterior appearance of an addition or detached accessory dwelling unit shall be architecturally compatible with the primary residence. Compatibility includes coordination of architectural style, exterior building materials and color, roof material, form and pitch, window style and placement, other architectural features, and landscaping.
- J. Entrances. For an accessory dwelling unit created by internal conversion or by an addition to an existing primary dwelling, only one entrance may be located on the front of the house, unless the house contained additional front doors before the conversion. Secondary entrances should be located on the side or rear of the primary residence to the extent possible.
- K. Utilities. An accessory dwelling unit shall connect to public sewer and water. A home or lot not connected to public sewer and water, which adds an accessory dwelling unit, shall connect to public sewer and water.
- L. Nonconformity. A home or lot which has an accessory dwelling unit which was established prior to adoption of this chapter may be approved for a building permit, subject to the provisions of Chapter 18.41 "Nonconforming Lots, Structures and Uses."
- M. Owner Occupancy. Prior to the issuance of a building permit establishing an accessory dwelling unit, the applicant shall record the ADU as a deed restriction with the Clark County auditor's office. Forms shall be provided by the city stating that one of the dwelling units is and will continue to be occupied by the owner of the property as the owner's principal and permanent residence for as long as the other unit is being rented or otherwise occupied. The owner shall show proof of ownership, and shall maintain residency for at least six months out of the year, and at no time receive rent for the owner occupied unit. Falsely certifying owner occupancy shall be considered a violation of the zoning ordinance, and is subject to the enforcement actions.

(Ord. 2515 § 1 (Exh. A (part)), 2008; Ord. 2443 § 3 (Exh. A (part)), 2006)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; Ord. No. 2691, § I(Exh. A), 1-21-2014)

18.55.030 - Summary of decision making processes.

The following decision making process table provides guidelines for the city's review of the indicated permits:

Table 1 - Summary of decision making processes

Approval Process							
Permit Type	I	II	III	Shore	SEPA	BOA	IV
Archaeological		X	X				

Binding site plans		X					
Boundary line adjustment	X						
Building permits	X						
Certificate of occupancy	X						
Conditional use			X ⁽⁵⁾				
Design review	X Minor	X Major					
Final plats ⁽²⁾	X						
Home occupations	X Minor	X Major					
LI/BP		X ⁽¹⁾	X ⁽⁴⁾				
Minor modifications	X						
Plan/zone change							X
Planned development final master plan ⁽³⁾	X						
Planned development preliminary master plan			X ⁽⁴⁾				
Preliminary subdivision plat			X ⁽⁵⁾				
Critical areas/OS		X	X				
SEPA threshold determination					X		
Shorelines permit				X			
Short plat		X					
Sign permits	X						

Site plan review		X					
Temporary uses	X						
Variance (minor)	X						
Variations (major)						X	
Zone change/single tract				X ⁽⁵⁾			
Zone code text changes							X

Notes:

- (1) For development proposals subsequently submitted as part of an approved master plan, subarea plan, or binding site plan.
- (2) Section 17.21.060 for final plat approval.
- (3) Section 18.23.130 for final master plan approval.
- (4) Planning commission hearing and city council decision.
- (5) Hearing and final decision by hearings examiner.

Permit Types.

- A. Type I Decisions. The community development director or designee shall render all Type I decisions. Type I decisions do not require interpretation or the exercise of policy or legal judgment in evaluating approval standards. The process requires no public notice. The approval authority's decision is generally the final decision of the city. Type I decisions by the building division may be appealed to the board of adjustment.
- B. Type II Decisions. The community development director or designee shall render the initial decision on all Type II permit applications. Type II decisions involve the exercise of some interpretation and discretion in evaluating approval criteria. Applications evaluated through this process are assumed to be allowable in the underlying zone. City review typically focuses on what form the use will take, where it will be located in relation to other uses, natural features and resources, and how it will look. However, an application shall not be approved unless it is or can be made to be consistent, through conditions, with the applicable siting standards and in compliance with approval requirements. Upon receipt of a complete application the director determines completeness, issues a notice of application (consolidated review only), reviews and renders a notice of decision. The director's decision shall become final at the close of business on the fourteenth day after the date on the decision unless an appeal is filed. If an appeal is received the hearings examiner will review the decision based on the record and render the city's final decision.
- C. Type III Decisions. Type III decisions involve the greatest amount of discretion and/or evaluation of approval criteria. Applications evaluated through this process commonly involve conditional uses,

subdivisions, and development within the city's light industrial/business park. Upon receipt of a complete application, notice of public hearing is mailed to the owners of record of the subject property, the applicant, and owners of real property within three hundred feet of the subject tract, based upon Clark County assessment records. The notice of public hearing is issued at least fourteen days prior to the hearing, and the staff report is generally made available five days prior to the hearing. If a SEPA threshold determination is required, the notice of hearing shall be made at least fifteen days prior to the hearing and indicate the threshold determination made, as well as the timeframe for filing an appeal. Type III hearings are subject to either a hearing and city final decision by the hearings examiner, or subject to a hearing and recommendation from the planning commission to the city council who, in a closed record meeting, makes the final city decision.

- D. Shoreline (SMP, Shore). The community development director acts as the "administrator." A shoreline management review committee reviews a proposal and either determines to issue a permit, or forward the application to the planning commission or hearings examiner, as appropriate. Shoreline regulations are found at Section 18.55.330 and the Camas Shoreline Master Program (2012, or as amended).
- E. SEPA (State Environmental Policy Act). When the City of Camas is the lead agency, the community development director shall be the responsible official. The procedures for SEPA are generally provided for under Title 16 of this code, as well as Sections 18.55.110 and 18.55.165 of this chapter.
- F. Board of adjustment decisions are the final decision of the city, except as provided in Section 18.45.020 Approval process of this title.
- G. Type IV Decisions. Type IV decisions are legislative actions which involve the adoption or amendment of the city's land use regulations, comprehensive plan, map inventories, and other policy documents that affect the entire city, large areas, or multiple properties. These applications involve the greatest amount of discretion and evaluation of subjective approval criteria, and must be referred by majority vote of the entire planning commission onto the city council for final action prior to adoption by the city. The city council's decision is the city's final decision.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

(Ord. No. 2612, § I(Exh. A), 2-7-2011; [Ord. No. 2691, § I\(Exh. A\), 1-21-2014](#))

18.55.200 - Appeals—Generally.

- A. Type II decisions may be appealed to the hearings examiner.
- B. The following decisions may be appealed to the City Council: (1) Shoreline master program permits; (2) SEPA decisions; (3) civil regulatory orders, and (4) civil fines. For all other decisions under this chapter, there is no appeal to any other decision maker within the city.
- C. All appeals are initiated by filing a notice of appeal with the director within fourteen days of issuance of the decision being appealed.
- D. The notice of appeal shall be in writing and contain the following information:
 - (1) Appellant's name, address and phone number;
 - (2) Appellant's statement describing his or other standing to appeal;
 - (3) Identification of the application which is the subject of the appeal;
 - (4) Appellant's statement of grounds for the appeal and the facts upon which the appeal is based;
 - (5) The relief sought, including the specific nature and extent;
 - (6) A statement that the appellant has read the notice of appeal and believes the content to be true, followed by the appellant's signature.

- E. The notice of appeal shall be accompanied by an appeal fee as set forth in a fee schedule adopted by resolution.
- F. Appeals of civil regulatory orders and civil fines shall be heard de novo by the city council. All other appeals, with the exception of SEPA appeals subject to Section 18.55.165(C), shall be closed record hearings before the city council.
- G. Notice of any appeal shall be given to those entitled to notice of the decision or determination being appealed.

(Ord. 2515 § 1 (Exh. A (part)), 2008)

(Ord. No. 2583, § I, 4-5-2010; Ord. No. 2612, § I(Exh. A), 2-7-2011)

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